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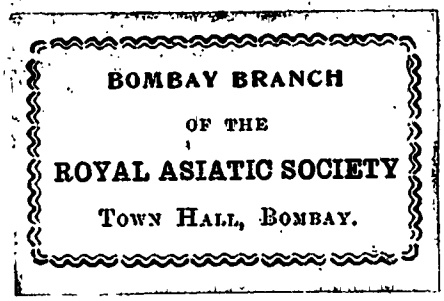

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ANNUAL REPORT

OF THE

ADMINISTRATION OF THE BOMBAY PRESIDENCY,

FOR THE YEAR 1863-64.

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JUDICIAL.

LEGISLATIVE.

Legislative.

The following Acts, applicable to the Bombay Presidency, were passed during the year 1863-64 by the Government of India :—

No. II. of 1864.—An Act to provide for the administration of Civil and Criminal Justice at Aden.

No. III. of 1864.—An Act to give the Government certain powers with respect to Foreigners.

No. IV. of 1864.—An Act to give validity to certain proceedings of the Court of Small Causes of Kurrachee.

No. V. of 1864.—An Act to give validity to the extension of the Code of Civil Procedure to the Province of Sind from the first day of January 1862.

No. VI. of 1864.—An Act to authorize the punishment of Whipping in certain cases.

No. XI. of 1864.—An Act to repeal the Laws relating to the offices of Hindoo and Mahomedan Law Officers, and to the offices of Cazee-ool-Cozaat and of Cazee, and to abolish the former office.

No. XIV. of 1864.—An Act to give validity to certain acts and proceedings of the Joint Judge of the Konkun.

No. XVI. of 1864.—An Act to provide for the Registration of Assurances.

No. XVII. of 1864.—An Act to constitute the office of Official Trustee.

No. XX. of 1864.—An Act for making better provision for the care of the persons and property of Minors in the Presidency of Bombay.

Legislative.

No. XXVI. OF 1864.—An Act to extend the jurisdiction of the Courts of Small Causes at Calcutta, Madras, and Bombay, and to provide for the appointment of an increased number of Judges of those Courts.

The following Acts of the Bombay Government were published during the year:—

No. V. OF 1863.—An Act to confer certain powers on the Bombay Gas Company, Limited, and to enable Government to confer similar powers on other Companies registered and incorporated for the purpose of manufacturing and supplying Gas.

No. VI. OF 1863.—An Act for the Regulation of Public Conveyances in the Town, Suburbs, and Harbour of Bombay.

No. VII. OF 1863.—An Act for the Summary Settlement of claims to exemption from the payment of Government Land Revenue, and for regulating the terms upon which such exemption shall be recognised in future in those parts of the Bombay Presidency which are not subject to the operation of Act XI. of 1852 of the Council of India.

No. VIII. OF 1863.—An Act to enlarge the Jurisdiction of the Court of Small Causes at Kurrachee, and to facilitate the transaction of business therein.

No. IX. OF 1863.—An Act for the Prevention of Adulteration of Cotton, and the better suppression of Frauds in the Cotton Trade in the Bombay Presidency.

No. X. OF 1863.—An Act for the Re-incorporation and Re-constitution of the Bank of Bombay.

No. XI. OF 1863.—An Act for taking a Census of the Bombay Presidency.

No. XII. OF 1863.—An Act to remove any doubts which may arise as to the legality of acts done and proceedings held in the Collectorate of Sattara between the 1st January and 14th April 1863, both days inclusive.

No. XIII. OF 1863.—An Act to provide for the Management of the Vehar Water Works.

CIVIL JUSTICE (MOFUSSIL).

Civil Justice (Mofussil).

From the Returns received by Government it appears that 8 Judges, 8 Assistant Judges, 8 Principal Sudder Ameens, 6 Sudder Ameens, and 70 Moonsiffs were employed in the Regulation Districts of the Presidency in the year under report. There were also 540 Pleaders in the Mofussil Courts, of whom 38 were acquainted with English, and 45 had certificates of a legal education. All these pleaders were natives of India. During the year* 90,728 suits were filed in the several Courts, and 97,186 decrees were passed. The average duration of decided suits was 7 months and 15 days, and the value of the property involved was nearly 99 lakhs of rupees.

2. Of the decided suits, 3,545 were for the possession of land, 2,600 were otherwise connected with land, and 88,356 were connected with debts, wages, &c.

3. The total number of suits filed in the year exceeds the number for the preceding year by 17,192, but is less than the average for the four preceding years by 40,795. The very high average of these years is due to the exceptional increase in the number of suits during the years 1860-61 and 1861-62, which was again due to the fact that most of the provisions of Act XIV. of 1859 came into operation on the 1st January 1862. In anticipation of the new Limitation Law there was a very great influx of suits towards the close of the year 1861, but throughout the above two years there was a steady rise in the number of suits. Thus in 1860-61 the number of suits filed was more than 50 per-cent in excess of the number in 1859-60. In 1861-62 the number was more than 100 per-cent in excess. The very great diminution in the year 1862-63 is therefore explained. The number of institutions in this year may therefore be held to have been exceptionally low, and no other explanation seems required to account for the rise in the number of suits in the year under report.

4. The following table shows the number of suits regularly appealable and appealed in the five years 1859 to 1863 :—

	1859.	1860.	1861.	1862.	1863.
Appealable	90,683	85,165	122,865	137,262	94,698
Appealed	4,709	3,784	3,225	4,566	5,198

* The figures showing the Civil and Criminal business of the Mofussil Courts do not supply information regarding the Courts in the Canara District.

Civil Justice (Mofussil).

5. The suits specially appealable and appealed in each of the above five years are shown in the following table:—

	1859.	1860.	1861.	1862.	1863.
Specially appealable	4,406	3,286	3,044	2,838	4,535
Appealed	136	139	510	443	683

6. By the extension of the railway system in the interior, and the development of steam traffic on the coast, the conditions under which the existing divisions of fiscal and judicial jurisdictions were originally fixed have become materially altered. A redistribution of jurisdictions has also been felt to be necessary now that the new Codes of Civil and Criminal Procedure have come into operation. The subject has engaged the attention of the Bombay Government for some time, and in the year 1863 the Honourable Mr. Tucker was specially appointed to report on it in conjunction with the Revenue and Police Commissioners, Northern and Southern Divisions.

7. By Act XI. of 1864 the offices of Hindoo and Mahomedan Law Officers to the several Courts were abolished. A digest of the opinions recorded from time to time by these officers is now under preparation.

COURT OF SMALL CAUSES (BOMBAY).

Court of Small Causes (Bombay).

8. The following table shows the business and receipts of this Court during the year 1863-64, as contrasted with the preceding year :—

Year.	Number of Suits instituted.	Amount litigated	Number of Judgments given.	Amount received in Cases decreed & compromised.	Amount paid to Suitors in Cases decreed and compromised.	Fees carried to the credit of Government.	Charges on account of the Establishment of the Court.
		Rs. a. p.		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
1862-63	19,963	11,40,139 0 8	13,147	2,15,918 4 6	2,14,328 0 5	1,24,364 12 5	85,319 13 3
1863-64....	18,947	13,07,650 3 9	12,286	2,50,007 4 7	2,47,559 4 9	1,36,002 2 0	90,878 0 5
Increase in 1863-64..	..	1,67,511 3 1	..	34,089 0 1	33,231 4 4	11,637 5 7	5,558 3 2
Decrease in 1863-64..	1,016	....	861	....	....	....	....

Court of Small Causes (Bombay).

9. From this statement it appears that notwithstanding the decrease of 1,016 suits in the year under report, there was an increase of Rs. 11,637-5-7 in the amount of Fees. This excess is accounted for by the increase in the amount of litigation.

10. The charges on account of the establishment of the Court amounted to Rs. 90,878-0-5, and this, deducted from Rs. 1,36,002-2-0, the amount of net receipts, leaves a surplus of Rs. 45,124-1-7 to the credit of the General Fund of the Court.

11. On the extension of the jurisdiction of the Court by the passing of Act XXVI. of 1864, a fourth Judge was appointed.

MOFUSSIL SMALL CAUSE COURTS.

Mofussil Small Cause Courts.

12. The Ahmedabad and Belgaum Small Cause Courts were established in 1863-64.

Ahmednuggur.
Ahmedabad.
Poona.
Belgaum.

13. The following table shows the business and receipts of the Mofussil Small Cause Courts during the year:—

Stations of Courts.	Number of Suits instituted.	Amount litigated.	Number of Cases disposed of.				Fees carried to the credit of Government.	Charges on account of the Establishments of the Courts.
			Contested.	Ex-parte.	Admitted.	Adjusted, withdrawn, &c.		
		Rs. a. p.					Rs. a. p.	Rs. a. p.
Ahmednuggur	2,887	1,33,681 1 8	409	1,749	467	245	15,757 4 0	12,836 12 5
Ahmedabad	1,504	84,514 13 7	152	361	66	599	7,803 6 0	13,393 11 6
Poona	5,328	2,60,574 9 1	888	3,045	442	677	34,139 5 11	19,702 7 10
Belgaum	737	32,193 3 6	94	291	81	166	3,316 14 0	9,410 0 0

14. The receipts of the Ahmedabad and Belgaum Courts were less than the disbursements. These Courts were not, however, at work during the whole year, and it may be expected that as they become better known their receipts will be materially increased.

CRIMINAL JUSTICE (MOFUSSIL).

Criminal Justice (Mofussil).

15. From the returns received by Government it appears that 813 cases were disposed of by the Courts of Session in the Regulation Districts of the Presidency, and 1,357 persons tried. There were 689 convictions. In the preceding year there were 1,065 convictions. The average for the four preceding years was 778. The average period of detention of prisoners tried by the Courts of Session was one month. The number of witnesses summoned was 5,698, and the average distance travelled by each witness was not quite 10½ miles.

16. The total number of offences tried in all the Criminal Courts was 22,037, the number of trials being 20,560. The number of persons tried was 37,572, and of these 23,194 were convicted. The largest number of trials was for offences under the heads of "hurt," "criminal force," and "assaults." Under these heads there were 6,193 convictions. This number exceeds the corresponding number for the preceding year by 310, but is less by 6 than the average number for the four preceding years. There were 6,070 convictions for thefts, other than thefts of cattle, and 503 convictions for thefts of cattle. These numbers considerably exceed the averages for the four preceding years, which were in the above classes of convictions, respectively, 3,976 and 294. In convictions of the more serious offences there was a very marked decrease under the heads of "murder" and "dacoity." There were 50 convictions of murder and 52 of dacoity. In the previous year the corresponding numbers were 88 and 120. The averages of the four preceding years were 82 and 74. There were 34 convictions of highway robbery, against 44 in the preceding year, and an average of 37 in the four preceding years. There were 105 convictions of giving false evidence, 29 of culpable homicide, 8 of attempts to commit murder, 381 of receiving stolen property, and 43 of forgery.

17. Of the convicts, 14,784 were sentenced to fine only, and 3,087 to fine in addition to imprisonment; 2,937 convicts were imprisoned for less than one month, and 1,183 for more than one month and less than three months; 33 were sentenced to death and 80 to transportation.

18. In all, 1,546 appeals were disposed of in the Mofussil—829 by the Courts of Session and 717 by the District Magistrates. In 272 cases the sentences of the lower Courts were reversed.

HIGH COURT.

High Court

19. The High Court of Judicature at Bombay, as constituted by the Letters Patent, was established in August 1862. The business of the Court is performed by the Chief Justice and seven Judges, three of whom are Barristers and four members of the Civil Service; and at present three Courts are held on the Original and two on the Appellate side of the High Court. At first only one Court sat on the Appellate side, but owing to the increase of business consequent on the extension of the High Court's territorial jurisdiction by (Bombay) Act III. of 1863, it became necessary to establish a second Appellate Court, the sittings of which commenced on the 16th June 1863. The rule has been made that English shall be the language of one of these Courts (of which a Barrister Judge is usually a member) and the Vernacular that of the other. Regular appeals, the decisions in which turn generally to a greater or less extent on the appreciation of evidence, can be more readily and satisfactorily disposed of by Judges acquainted with the Vernacular, and such cases are, therefore, generally brought before the Vernacular Court. The principle on which these two Courts are constituted would apply apparently to the disposal of Criminal cases (especially trials for murder referred to the High Court for confirmation). No such arrangement of Criminal Courts has, however, been made as yet.

20. At the beginning of the year under report there were depending on the Appellate side of the High Court 19 regular and 527 special appeals. During the year 13 regular and 959 special appeals were instituted. The following table shows the manner in which these appeals were disposed of:—

	Regular.	Special.	Total.
Decreed for Appellants	6	87	93
Do. Respondents	7	502	509
Remanded	3	297	300
Dismissed on default	2	7	9
Adjusted or withdrawn	1	8	9
Otherwise disposed of	....	3	3
Total	19	904	923
Depending on 30th April 1864	13	582	595

21. Of the above total number of appeals 7 regular and 378 special

High Court.

appeals were disposed of by the English Court, and 12 regular and 526 special appeals by the Vernacular Court.

22. The average duration of appeals in the year under report was 9 months and 15 days. The amount involved in litigation was Rs. 6,90,087-1-3.

23. Only one appeal was preferred to Her Majesty in Council from a decision of the High Court in 1863-64.

24. The following table shows the Criminal work on the Appellate side of the Court:—

Cases referred for the confirmation of the High Court.			Cases called for on review of Criminal Returns.			Cases received for the orders of the Court.			Cases reviewed on Appeal.			Petitions of Appeal rejected.	Miscellaneous Petitions.	
Affirmed.	Reversed.	Modified.	Affirmed.	Reversed.	Modified.	Affirmed.	Reversed.	Modified.	Affirmed.	Reversed.	Modified.		Rejected.	Granted.
22	3	9	136	95	47	8	34	2	86	39	29	144	44	123

25. No returns for the Original side of the Court have been received for the year under report.

26. The High Court has framed new rules for the examination of candidates for Pleaderships. By these rules the standard of necessary attainments is materially raised. Notwithstanding this there has been an increase in the number of candidates, and a general improvement is noticeable in the native bar both of the High Court and of the Mofussil Courts.

27. The work of reporting cases decided by the High Court has been entrusted to successive Barristers under the orders of the Chief Justice. The reports hitherto published have given satisfaction neither to the Judges nor to the public. The establishment entertained costs Rs. 1,000 a month. It has been entertained since June 1863, but up to the present date only two parts of the first volume of reports have been issued. The reports possess for the most part but little interest or importance. They are generally barren of instruction, and no approach has been made to an adequate representation of

arguments of counsel or pleaders, or the way in which the cases were dealt with by the Court. The subject of improving the system of reporting cases is now engaging the attention of the Chief Justice and the Bombay Government. High Court.

28. During the year under report the establishments of the High Court were partially revised.

CRIME AND POLICE (MOFUSSIL).

29. The Commissioner of Police, Northern Division, has submitted the following report for his Division :— Crime and Police (Mofussil).

" The year just past was marked by no serious crime requiring special record. The Bheels on the Khandeish frontiers gave no trouble, and large numbers of those in Khandeish itself have taken to agricultural pursuits, and bid fairly to become peaceful ryots. A great number have availed themselves of advances in order to enable them to purchase cattle and implements.

" 2. I regret to state that there has been an unusually large number of deaths from cholera in Khandeish and Gujerat. The spread of the epidemic is generally attributed to the Guicowar's camp, which passed through those provinces on His Highness' return to his capital from Bombay.

" 3. Khandeish especially suffered. The Mhyjee fair, which promised to surpass in importance the fairs of former years, was prematurely closed, and only half the usual amount of business was transacted. Medicines were distributed throughout the affected districts, and qualified medical subordinates were detached to several places with some success, but the disease was of an unusually virulent type, and I think I am within the mark in stating that of those attacked fully 50 per-cent died.

" 4. Turning to a review of the state of crime during the year under report, I have to observe that the withdrawal of the large gangs of men for some years past employed on the railway works on the Bhore Ghaut has removed a fruitful source of crime from the Tanna Zilla. On the Thull Ghaut there is still a very large collection of workmen, several of them belonging to the classes of professional robbers. A new system of patrol was established with good effect, and during the year under report very little serious crime was traced to these gangs of workmen.

" 5. In Khandeish the frequent robberies of treasure *en-route* to Central India and Berar from Bombay have received a check which is likely to

Crime and Police (Mofussil).

lead to their total suppression within that district at least. The robberies were invariably committed by the persons escorting the treasure, or by their accomplices. It appears that for the last few years a large gang of Rathwuds, Meenas, and Jats has organised a system of plunder. These are the people who are usually employed by sowcars in escorting money.

" 6. In February last a consignment of treasure was despatched from Bombay to Central India. It was taken by rail as far as Julgaum, and thence carried on camels by the ordinary road. On arrival at Sowda the Marwarree escort put up with the treasure at the chowree situated in the town. At night they were attacked by some 60 or 70 Rathwuds and others, who succeeded in carrying into the hills a large portion of the money. The police were immediately on their track, and after a good deal of trouble captured some of the robbers. The greater portion of the lost property has been recovered, and a number of the offenders have been brought to justice.

" 7. In Gujerat the only circumstance worth recording is a riot which took place in June 1863 in the grain market at Ahmedabad owing to the high prices of provisions. The movement on the part of the persons concerned appears not to have been preconcerted, and the disturbance was easily quelled by the local police. 134 persons were arrested and tried for rioting as well as for theft and other charges. Many were convicted and sentenced to imprisonment.

" 8. The systematic robberies in the Nurbudda river of cotton shipped from Broach to Bombay have received some check from the District Police.

* * * * * * * *

" 9. The internal economy of the Police force has received due attention. A Superannuation Fund, on the principle obtaining in the other Presidencies, has been established, and it is now in excellent working order. The men of the force are well satisfied with it, and its establishment will hold out a great inducement to good conduct.

* * * * * * * *

" 10. With the close of the year ceased to exist the Gujerat Irregular Horse, after a career of nearly twenty-five years, during which period the corps did good service to the State."

Crime and Police (Mofussil).

30. The Commissioner of Police, Southern Division, has reported as follows:—

"The year was one of general quiet, and excepting the occurrence of occasional raids for purposes of plunder by small gangs of robbers of the Kolee tribe in the western borders of the Poona district, and some robberies by Ramosees in various parts of the same district, nothing of moment occurred to disturb the general tranquillity of the districts of the Southern Division.

* * * * * * * *

"2. One of the measures adopted for the improvement of the men of the Police generally was the establishment of schools for the education of the men and their children at the head-quarters of each district. * * *.

"3. There was a somewhat large increase in the total number of burglaries committed in the Southern Division in the year 1863 as compared with the year 1862. The number of highway robberies, however, had decreased, and there was neither increase nor decrease in the number of murders, including homicides, or in the number of gang robberies committed during the year.

"4. Generally speaking there was no remarkable increase in the total number of offences of all kinds committed in the Southern Division during the year."

CRIME AND POLICE (CITY OF BOMBAY).

Crime and Police (City of Bombay).

31. Hitherto the crime returns for the city of Bombay have been submitted for calendar years. Orders have, however, been issued for the submission of reports for the official years, and the administration report for 1864-65 will furnish information under this head for the official year. The Police returns last received by the Bombay Government show a decrease in the year 1864, as compared with 1863, of 723 in the number of offences brought to the notice of the Police Magistrates, and an increase of 690 in the number of persons charged with offences, the number of offences in 1864 being 14,276 and of persons charged with offences 24,784. There was an increase (but not to a serious extent) of offences against the person and against property, and a great increase of offences under the Merchant Shipping Act, and under the head of "nuisances." There was a decrease in the offences of "forgery," "uttering counterfeit coin," and "ill-treating animals," and a slight decrease in "drunkenness."

Crime and Police (City of Bombay).

32. There were fewer European, Native Christian, and Mahomedan offenders in 1864 than in 1863, and more Parsees. There was a very marked increase in the number of Hindoo criminals. Possibly the Hindoo population increased more during the year than any other class of the community.

33. There were 27 fewer inquests in 1864 than in 1863.

34. There was a very alarming increase in the number of deaths during the year. In 1863 there were 19,185 deaths, of which 3,768 were due to epidemics. In 1864 there were 25,483 deaths, of which 6,691 were due to epidemics. While therefore the general mortality of the city increased nearly 33 per-cent, the mortality from epidemics increased more than 77 per-cent. The greatest mortality was in the months of April and May, and the least in October and November. In May the daily average number of deaths was 92, in October 49. In the preceding year the months of greatest and least mortality were July and February, and the daily average numbers of deaths in these months were respectively 64 and 42. There can be no doubt that much of this mortality was due to preventible causes. Again in 1864 many thousands of labourers were brought to Bombay, for whom no adequate accommodation was provided, and who were at one time subjected to all the conditions that were most likely to favour the attacks of diseases. The influx of these labourers into an already overcrowded town, in which there was no effective system of drainage, was probably the main cause of the dreadful death-rate of the year. New drains on an approved plan are now being constructed, and the subject of providing more house accommodation in Bombay has already engaged the earnest attention of Government, and it is to be hoped therefore that future returns will show a diminution in the number of deaths.

SIND.

Civil Justice.

Sind.

Civil Justice.

35. There was no change in the constitution of the Civil Courts during the year under report. For the greater portion of the year the Court of the Moonsiff of Kurrachee was closed, as that officer was also second Judge of the Court of Small Causes, and the union of the two offices was illegal. For the same reason the Judge of Kurrachee, who was also first Judge of the Small Cause Court, did not perform the duties of a Judge of that Court.

Sind.

Civil Justice.

36. The returns from Sind are not for the official year 1863-64, but for the calendar years 1862 and 1863. They present the following results. In all the Civil Courts the number of suits filed and in arrears in 1863 was 7,241, the number decided was 6,749. The corresponding numbers for the preceding year were 7,897 and 7,578. The value of the suits in 1863 was Rs. 5,80,282 and in 1862 Rs. 7,86,269.

37. The number of appeals filed and in arrears in 1863 was 276, the number decided 149. The numbers in the preceding year were 325 and 239. The value of the appeals was in 1863 Rs. 24,577 and in 1862 Rs. 31,179.

38. In the Kurrachee Small Cause Court the number of suits filed and in arrears in the years 1862 and 1863 were respectively 2,248 and 1,886. The numbers decided were 1,808 and 1,531.

Criminal Justice.

Criminal Justice.

39. The total number of criminal cases tried in Sind in 1862 was 7,429. The total number of persons tried was 13,845, of whom 7,621 were convicted. There were 28 cases of murder, 5 of culpable homicide, 7 of attempts to murder, 13 of causing grievous hurt, and 1,667 of hurt, criminal force, and assault. There were 30 cases of false evidence, 1,904 of cattle stealing, 2,017 of petty thefts, and 525 of receiving stolen property.

40. Of the sentences passed by the several Criminal Courts in 1863, 17 were sentences of death and 43 of transportation for different periods. 4,925 convicts were sentenced to imprisonment and 2,636 were punished with fine only.

Crime and Police.

Crime and Police.

41. The Crime and Police returns show an increase in the year 1863 of 548 in the number of thefts and robberies committed, and an increase of Rs. 5,504 in the value of property stolen and of Rs. 6,492 in the value of the property recovered. The increase in the number of thefts and robberies is attributed by the Commissioner to the excessive reductions made in 1861 in the Mounted Police force. These reductions made it far too weak to perform the duties imposed on it. The subject has engaged the attention of Government.

42. The transfer of the Kurrachee Camp to civil limits rendered necessary an increase to the strength of the Municipal Police. The Munici-

Sind.

Crime and Police.

palities of many other towns in Sind have set aside a great portion of their funds for the maintenance of Police. No change was made in the year under report in the number and cost of the Police force maintained by Government.

Jails.

Jails.

43. The report on the administration of the Sind Jails is included in the general Jail report for the Presidency.

ADEN.

Aden

44. By Act II. of 1864 of the Government of India, provision is made for the administration of Civil and Criminal Justice at Aden. The objects of this Act, as stated in the preamble, were to define the law to be administered at Aden in Civil matters, the precise nature of the Civil and Criminal jurisdiction of the Resident, and the proper course of procedure in his Court; and also to provide for the superintendence and revision of his proceedings by the High Court of Bombay. Previously to the passing of the Act the administration of Civil and Criminal Justice was entrusted to the Resident and in subordination to him to the Assistant Resident. Also in 1860 the Resident was appointed a Judge of Her Majesty's Vice-Admiralty Court at Aden for the purposes of the Act 12 and 10 Vic. C. 84. The Criminal Law administered at Aden is the Indian Penal Code. Previously to the passing of the Act II. of 1864 appeals lay from the Resident's decision only to Her Majesty in Council.

45. The Act came into force on the 12th February 1864. The 1st and 2nd Assistants have been vested under it with the powers of a Judge of a Court of Small Causes.

46. No detailed returns of cases have been received from the Resident for the year under report.

JAILS.

Jails.

47. The following report on the Jails of this Presidency has been received from the Inspector-General of Prisons:—

Kurrachee.
Hydrabad.
Shikarpoor.
Aden.

"During the year under report the four Jails marginally noted have been added to those already under the control of this department, so that the statistical data given below represent the results of the administration of sixteen Jails.

Jails.

"2. The number and disposal of the prisoners confined in the Jails are indicated in the following table:—

	1862.			1863-64.		
	Males.	Females.	Total.	Males.	Females.	Total.
Remaining in confinement at the close of the year.....	2,250	202	2,452	4,534	334	4,868
Received during the year....	9,345	549	9,894	14,553	861	15,414
Total population....	11,595	751	12,346	19,087	1,195	20,282
Transported beyond seas	205	....	205	320	10	330
Transferred to other districts.	1,457	12	1,469	1,184	27	1,211
Released	6,459	454	6,913	12,050	817	12,867
Escaped	4	....	4	22	....	22
Died	225	7	232	425	17	442
Executed	32	3	35	42	2	44
Remaining on the last day of the year	3,213	275	3,488	5,044	322	5,366
Aggregate number of prisoners in the year.....	1,024,854	84,988	1,109,842	1,928,389	130,496	2,058,885
Daily average number of prisoners	2,810	227	3,037	5,281	354	5,635

"3. There were confined in the 12 Jails which formed the subject of report in 1862, 12,346 prisoners, and in the 16 Jails now under report the criminal population amounted to 20,282.

"4. The increase is mainly, though not entirely, attributable to the increase in the number of Jails, inasmuch as, exclusive of the Sind and Aden Jails, there was an increase of 1,619 in the number in confinement during the year, and of 1,035 of those admitted into Jail during the same period.

"5. Exclusive of those transported and transferred to other districts, 12,867 have been released, 22 have escaped (12 of these are reported from the Sind Jails), 442 have died, 44 have suffered the last penalty of the law, and 5,366 remained in confinement.

"6. The following details refer to the Sind and Aden Jails, and show to what extent they have contributed to the general increase in the number of prisoners during the year:—

Jails.

	1863-64.		
	Males.	Females.	Total.
Remaining in confinement at the close of the year ..	1,807	25	1,832
Received during the year	4,366	119	4,485
Total....	6,173	144	6,317
Transported beyond seas	130	....	130
Transferred to other districts.....	376	12	388
Released.....	3,871	101	3,972
Escaped.....	13	....	13
Died	228	....	228
Executed	12	1	13
Remaining on the last day of the year	1,543	30	1,573
Aggregate number of prisoners during the year	720,168	11,599	731,767
Daily average number of prisoners	1,972	31	2,003

" 7. The large number of those represented as " transported beyond seas" includes convicts from some of the Punjaub Jails, who reach the depôt Jail at Tanna *viâ* Mooltan, the Indus, and Kurrachee.

" 8. The cause of the large mortality will be explained hereafter.

" 9. The average number of prisoners sentenced to hard labour during the year was 4,722. The following table exhibits the manner in which they were employed :—

Mode of Employment.	1862.	1863.
Employed on manufactures	697	1,278
Do. as Jail servants	470	649
Hired by Public Works Department	47	384
Do. other Departments.....	101	259
Employed on miscellaneous works	702	1,093
Working on the roads	114	139
Inefficient and excused from work	664	920
Total....	2,795	4,722

" 10. These numbers do not include the large gangs of prisoners at work on the roads in the Canara districts, nor those near Kurrachee in

connection with the Harbour Works. The average number of these amounts to 907, so that the number of prisoners actually employed in Public Works was 1,430.

"11. The financial results from the employment of convicts on manufactures are as follows:—

	1862.	1863-64.
	Rs. a. p.	Rs. a. p.
Value of manufactured articles sold.....	53,118 10 10	92,719 5 7
Do. do. used for public purposes	7,705 0 3	16,689 8 10
Do. do. in store at the close of the year	38,113 0 6	39,217 13 2
Total....	98,936 11 7	1,48,626 11 7
Deduct value of manufactured articles in store at the end of the preceding year	48,972 0 5	45,995 15 9
Gross Receipts of the year	49,964 11 2	1,02,630 11 10
Deduct cost of raw materials, &c.....	34,539 12 8	67,663 11 8
Net profit of the year.....	15,424 14 6	34,967 0 2
Average earning per prisoner	22 2 1	27 5 9

"12. These figures exhibit an increase of Rs. 49,690 over the financial operations of the previous year, and an increase also in the net profits of Rs. 19,542-1-8. There has been as well a slight advance in the average earning per prisoner. These results are on the whole satisfactory.

"13. The manufactures consist principally of cotton and woollen materials for prison clothing, carpets, table-cloths, napkins, towels, rattan and reed work, paper, pottery and brickmaking, &c. are also carried on.

"14. With one or two exceptions in small isolated jails, the clothing worn by the prisoners is entirely prepared by convict weavers &c., tailors; the only actual cash outlay being for raw materials.

"15. The following comprehensive table gives the result of the financial administration in detail:—

Number of Prisoners. In 1862-63.....3,037 In 1863-64.....5,035	1862-63.			1863-64.		
	Rs.	a.	p.	Rs.	a.	p.
Rations	80,960	0	1	2,09,491	14	0
Money allowance	.....			2,269	8	9
Total	80,960	0	1	2,11,761	6	9
Cost per prisoner	26	10	6	37	9	3
Fixed establishment, inclusive of guard and their reliefs	77,944	0	6	1,42,116	5	4
Cost per prisoner	25	10	7	25	3	6
Extra establishment	9,938	0	2	7,433	11	2
Cost per prisoner	3	4	4	1	5	1
Total	87,882	0	8	1,49,550	0	6
Cost per prisoner	28	14	11	26	8	7
Hospital charges. Pay of Hospital Assistant	3,294	0	0	5,610	0	0
Cost per prisoner	1	1	4	0	15	11
European medicines	2,743	0	6	828	10	5
Cost per prisoner	0	14	5	0	2	4
Bazar medicines	1,085	10	1	2,406	0	6
Cost per prisoner	0	5	8	0	6	9
Sick diet	2,933	11	9	4,532	6	8
Cost per prisoner	0	15	5	0	12	10
Furniture, bedding, and extra blankets	0	14	0	1,111	15	7
Cost per prisoner	.....			0	3	1
Total	10,057	4	4	14,489	1	2
Cost per prisoner	3	4	11	2	9	1
Clothing, including blankets and bedding	8,241	3	6	23,315	10	11
Cost per prisoner	2	11	5	4	2	2
Contingencies, including stationery	8,297	7	0	18,311	4	9
Cost per prisoner	2	11	8	3	3	11
Additions, alterations, and repairs	2,725	5	3	15,572	6	5
Cost per prisoner	0	14	4	2	12	2
Gross cost of maintenance	1,98,163	4	10	4,32,999	14	6
Gross cost per prisoner	65	3	11	76	13	5
Deduct value of labour	20,771	1	11	90,104	3	9
Net total cost of maintenance	1,77,392	3	11	3,42,885	7	9
Net total cost per prisoner	58	6	6	60	13	7

"16. The most remarkable feature in the above table is the enormous increase in the provisioning establishment and clothing charges. This, however, is susceptible of satisfactory explanation, and is entirely due to the price of grain and cotton having risen to a most exceptional height, and to the money compensation which has been granted by Government

to the subordinate establishment and guards in consequence of these high prices.

"17. The gross cost per prisoner, under these three headings alone, amounts to Rs. 68-4-0, being Rs. 3-0-1 in excess of the total gross cost of maintenance per prisoner for the preceding year.

"18. Notwithstanding, however, circumstances so unfavourable, the net cost per prisoner has been only Rs. 2-7-1 in excess of that for 1862—a result which shows that the languid operations of the factories during that year, in consequence of the formation of large out-door gangs, were reviving, and that some compensation was being made for the very large expenditure on account of provisions and clothing.

"19. The deaths amount to 442, of which 224 occurred in the three Sind jails, 4 in Aden, and 214 in the 12 remaining jails. Of the total deaths in Sind 184 occurred at Kurrachee.

"20 This lamentable mortality was chiefly due to an epidemic of typhoid fever which made its appearance in the winter of 1863-64. The disease was attributed to overcrowding in the sleeping barracks and hospital. It existed, however, to some extent in the town of Kurrachee, in which the jail is situated. It was at the same time very fatal in some of the Punjaub jails, from which prisoners under sentences of transportation had been received. The weather too was unusually damp, cold, and unseasonable.

"21. These circumstances, co-existent with overcrowding, probably did one and all contribute to the severity and fatal character of the disease.

"22. The Jail was evacuated as soon as the state of the weather would permit, and the prisoners separated into small gangs. The disease, however, clung to them with fatal obstinacy, which the unwearied exertions and skill of the medical officers failed successfully to combat.

"23. The Jail buildings remained unoccupied for several months, during which they were thoroughly cleansed. No case of the disease has since occurred.

"24. The Jail accommodation in Sind, as in Bombay, is totally inadequate to the requirements of the province, and the only effectual remedy is the construction of a Central prison at Kurrachee or Hydrabad.

Jails.

"25. The remaining 214 deaths took place in the Bombay jails, and show a decrease, notwithstanding the increase in strength, of 18 deaths as compared with the previous year. Of these deaths, 44 were from cholera, 22 from dysentery, 42 from diarrhœa, 23 from fever, and 83 from other diseases.

"26. The Sind jails were free from cholera. Fever and diarrhœa were the most prevalent diseases.

"27. The ratio per-cent of mortality to the average strength of the 16 jails under report amounted to 7·8 against 7·6 for the previous year for the Bombay jails alone. This result, when taken in connection with the very exceptional mortality at Kurrachee, is, on the whole, favourable.

"28. Exclusive of the Sind and Aden jails, the precentage of mortality was 5·8 during 1863. As these figures have been calculated for the official and those for 1862 for the calendar year, they are not susceptible of satisfactory comparison. This defect will not occur in future years.

"29. There were 22 escapes in 1863 against 4 in 1862. Deducting 12 which took place in Sind, there remain 10 escapes from the Bombay jails, being an increase of 6 over those of the preceding year.

"30. Of the 22 escapes, 14 occurred from extramural gangs, and the remaining 8 were effected from within jail buildings. Only 4 prisoners have been recaptured.

"31. Out of the 15,414 prisoners admitted into the jails during the year, 987 were able to read and write. Of this number 3 were females, 278 were considered well educated for their position in life, and the remaining 13,569 males and 858 females were totally ignorant.

"32. Education has hitherto been almost entirely neglected in the jails; it is now attracting more attention; but it seems doubtful whether it is calculated to produce any lasting benefit except in the case of juvenile offenders. For these an elementary system of education in addition to the teaching of ordinary handicrafts would be, no doubt, productive of happy results."

REVENUE.

LAND REVENUE.

Southern Division.

The Southern Division of this Presidency now comprises, besides the Collectorates which already belonged to it, the district of Canara, lately transferred to the administration of the Bombay Government.

2. The season has been unusually unhealthy throughout the older Collectorates of this Division, with the exception of Rutnagherry, the prevailing diseases being fever and cholera.

3. The monsoon, excepting in two Talookas (Indapoor and Bheemthurree) of the Poona Collectorate, and in parts of the Ahmednuggur, Sholapoor, and Sattara Collectorates, bordering on them, in which a drought was experienced, has been generally sufficient for agricultural purposes. The almost total absence of rain, however, in the two Talookas of the Poona Collectorate abovementioned was followed by an almost entire failure of the crops.

4. In Canara the season has been favourable, and the rain seasonable and copious. Public health has much improved, and fever considerably abated, even in the Talookas above the Ghauts.

5. The Land Revenue has increased in nearly all the Collectorates (Canara included) of the Southern Division, Poona and Dharwar being the only exceptions. In Poona there was a decrease owing to the grant of larger remissions than in the previous year, to diminution of cultivation, and smaller realizations from the sale of occupancies of Government land, farms of Kooruns, &c. the property of Government, and in Dharwar the decrease arose from smaller recoveries of outstanding balances.

6. The Increase in the Land Revenue is attributable to various causes, such as extended cultivation, transfer of certain items of Sayer to the head of Land Revenue, &c., and the increase pertains to each of the following Collectorates:—

Land Revenue.

Ahmednuggur	Rs.	94,501
Sholapoor	„	54,157
Rutnagherry	„	1,00,170
Belgaum	„	91,562
Sattara	„	1,54,425
Canara	„	2,888

* Old Collectorates of the Southern Division Rs.	1,03,56,611
Collectorate of Canara „	5,81,379
Total.. Rs.	1,09,37,990

The total actual realizations up to 30th April 1864 amounted to Rs. 1,09,37,990.*

7. In the Sayer Revenue also there has been an increase in all the Collectorates of the Southern Division except Belgaum and Sattara, the falling off in the former being due principally to less realizations on account of Income Tax, and to the transfer of certain miscellaneous items to the head of Land Revenue; and in the latter to the abolition of objectionable taxes consequent on the Collectorate having been brought under the Regulations, as well as to the reduction from 4 to 3 per-cent of the Income Tax giving a smaller Revenue under this head.

8. The increase in the other Collectorates (Canara excepted) is mainly attributable to enhanced realizations from the sale of stamps.

† Old Collectorates of the Southern Division Rs.	25,12,042
Collectorate of Canara „	4,76,540
Total.. Rs.	29,88,582

The actual realizations up to 30th April 1864 on account of Sayer Revenue aggregated Rs. 29,88,582.†

Northern Division.

9. In the Districts of the Northern Division the season was on the whole a favourable one, and the monsoon generally good.

10. The Land Revenue exhibits an increase in all the Collectorates of the Northern Division *without exception*—a result chiefly attributable to the rise in the value of agricultural produce, extension of agriculture, and an improved and more vigilant system of collection.

11. The increase was contributed by the several Collectorates in the following proportions:—

Ahmedabad	Rs.	1,46,960
Kaira	„	1,19,887
Surat	„	3,19,623
Tanna	„	18,114
Khandeish	„	2,79,634

The total realizations up to 30th April 1864 were Rs. 1,13,32,603.

Land Revenue.

12. With the exception of the Collectorate of Surat, the Sayer Revenue also had increased in all the Districts of the Northern Division owing principally to greater realisations from stamps. In Surat the decrease was occasioned simply by a giras of the late Mandvie State, amounting to Rs. 43,853, and due by His Highness the Gaekwar, having been struck off the Jummabundy accounts.

The total realisations up to 30th April 1864 amounted to Rs. 11,91,103.

13. Appendices A, B, and C exhibit in fuller detail the Revenues of the Southern (including the Canara Collectorate) and Northern Divisions for 1863-64 as contrasted with those of the preceding year.

Island of Bombay.

1863-64.....	Rs.	77,272
1862-63.....	„	77,670
Decrease in 1863-64.	Rs.	398

14. The Land Revenue of the Island of Bombay amounted to Rs. 77,272, being Rs. 398 less than the Revenue of the preceding year.

1863-64.....	Rs.	1,80,634
1862-63.....	„	1,71,186
Increase in 1863-64.	Rs.	9,448

In the Abkaree Revenue there was an increase to the extent of Rs. 9,448.

Sind.

15. In the course of the year under review Sind was visited by heavy falls of rain in the month of July, and severe frosts during the cold season, blighting to a great extent the Rubbee crops throughout the provinces; added to which there were unusually high floods in the Southern Districts which swept the standing crops off the ground.

1862-63.....	Rs.	40,04,161
1863-64.....	„	39,64,866
Decrease in 1863-64.	Rs.	39,295

Owing to these causes there has been a decrease of Rs. 39,295 in the Land Revenue of Sind.

1862-63.....	Rs.	10,77,904
1863-64.....	„	9,59,400
Decrease in 1863-64.	Rs.	1,18,504

16. In the Sayer or Miscellaneous Revenue there is also a decrease to the extent of Rs. 1,18,504.

Local Funds.

17. During the year under report Local Committees have been appointed by Government for the administration of Local Funds, and to these Committees have been allotted various sources of Local income for expenditure upon public works of Local importance and education, in assimilation to the system for some time past in operation in the North-West Provinces and the Punjaub.

ALIENATED REVENUE.

Districts under the supervision of the Revenue Commissioner S. D.

18. The principal event noticed in the previous year's report in connection with the operations of the Alienation Department in Districts subject to Act XI. of 1852 was the completion of the Summary Settlement of unadjudicated claims to Inams legalised by Bombay Act II. of 1863, and it was explained that only 325 claims had remained unsettled. Of these 325 claims, 225 have since been disposed of, and the Summary Settlement operations so far as they have progressed may be said to have resulted in an annual revenue to Government of more than three lakhs and eleven thousand rupees.

19. The result of the Settlement operations in each Collectorate is shown in Appendices D, E, F.

20. The number of claims to Cash Allowances finally disposed of up to the end of the year under report is 3,257, of the value of Rs. 2,34,629, and there remain for disposal 30,620 claims of the value of Rs. 2,71,259. Of the total number of claims disposed of, 97 of the total annual value of Rs. 17,786 were decided during the year 1863-64. A general settlement for the speedy disposal of small claims is in contemplation.

21. The amount of alienated Public Revenue recovered by the immediate or prospective resumption of Lands and Cash Allowances decided on during the year 1863-64 is shown below :—

	Land.	Allowances.	Total.
Resumed at once.....	409	7,223	7,632
Prospectively resumable, having been declared continuable hereditarily or in perpetuity	3,993	2,831	6,824
Arrears credited to Government which would but for the inquiry have been paid	2,492	2,879	5,371
Total....Rs.	6,894	12,933	19,827

22. Twelve compensation Bonds, amounting to Rs. 3,944, and bearing interest at 10 per-cent, were redeemed during the year under review.

23. The duty of effecting the Summary Settlement of Inams in the Rutnagherry Collectorate, which is in the Southern Division of this Presidency, has been made over to the Revenue Commissioner, Northern Division, the Settlement being the same as that applicable to Gujarat under Act VII. of 1863 of the Bombay Legislative Council.

Districts under the supervision of the Revenue Commissioner N. D.

23. These are settled under the abovementioned Act, except the Mandvie Talooka (of the Surat Collectorate), which, being under the operation of Act XI. of 1852 in respect to the adjudication of alienated holdings, is subject to the provisions of Bombay Act II. of 1863.

24. The total number of alienations to which Act VII. applies is 189,092, of which 340 are entire villages and 188,752 minor estates. Up to the end of the year under report the number of alienations the holders of which have accepted the Summary Settlement has been 139,696, and the amount of quit-rent imposable on these alienations is Rs. 2,03,356.

25. It is worthy of notice, as a fact proving the popularity of the measure, that while the number of alienations in respect to which the settlement has been assented to has been 139,695, as above stated, the holdings the owners whereof have declined the settlement are only 354, of which 350 are in the principal division of the Surat Collectorate, and of these again 300 are in only two Talookas, Unklesur and Bardolee. Measures have been taken to ascertain the cause of there being comparatively so many dissentients in these two Talookas, and to remove the misunderstanding which very probably exists as to the object of the Summary Settlement.

26. In Mandvie Act II. of 1863 has been successfully introduced, and all the holders of alienated lands have favourably received the Settlement offered.

27. Appendices G and H afford fuller information in connection with the Land Settlement operations in the Districts under the supervision of the Revenue Commissioner N. D.

28. The total number of Cash Allowances in Gujarat inquired into and decided upon in 1863-64 is 2,778, of the annual value of Rs. 29,658. They were disposed of as follows:—

	Number.		Annual Value.
Permanently continued	429		6,652
Hereditarily do.	360	....	8,138
Continued for more than one life.....	1	....	41
Do. for one life	99	....	1,180
Purchased.....	939	....	4,236
Discontinued	950	....	9,411
	2,778	....	29,658

Districts under the supervision of the Revenue Commissioner N. D.

29. In the Tanna Collectorate 271 Cash Allowances of, the annual value of Rs. 4,253, were disposed of as follows :—

	Number.		Annual Value.
Permanently continued.....	178	....	2,626
Hereditarily do.	19	....	1,331
Continued for more than one life	2	....	50
Do. for life	10	....	104
Purchased	46	....	53
Discontinued	16	....	89
	271	....	4,253

Settlement of the claims of Hereditary District Officers.

30. One of the principal events of the year has been the settlement in the Collectorates of the Southern Division, as also in Khandeish, a Collectorate of the Northern Division, of the long-pending question relating to the claims of the Zumeendars or Hereditary District Officers. The financial result of the Settlement is an annual gain to Government of upwards of three lakhs and eleven thousand rupees.

Talookdaree Estates.

31. The settlement of the claims on the encumbered Talookdaree estates in the Ahmedabad Collectorate under the provisions of Act VI. of 1862 * of the Bombay Legislative Council has progressed rapidly and effectually.

32. A great number of these estates have been placed under the management of Mr. J. B. Peile, the Talookdaree Settlement Officer, who has displayed great tact and ability in carrying out the difficult and complicated duties intrusted to him, and has succeeded in several cases in effecting a satisfactory settlement of the claims, with the view of relieving the Talookdars from their present embarrassed state.

* An Act for the amelioration of the condition of Talookdars in the Ahmedabad Collectorate, and for their relief from debt.

APPENDIX A.

APPENDIX

STATEMENT showing the REVENUE, *&c. in the* COLLECTORATES *of the*

1862.

COLLECTORATES.	ITEMS.	Gross Government Revenue, deducting Alienations for the year ending 30th April 1863.	Remissions.	Remainder Revenue for Collection.	Actual Realizations up to 30th April 1863.
		Rupees.	Rupees.	Rupees.	Rupees.
POONA	Land Revenue	10,20,561	5	10,20,556	10,01,771
	Sayer Revenue	4,51,679	....	4,51,679	4,48,337
	Total	14,72,240	5	14,72,235	14,50,108
AHMEDNUGGUR	Land Revenue	19,30,121	2,213	19,27,908	18,86,775
	Sayer Revenue	2,90,795	....	2,90,795	2,89,843
	Total	22,20,916	2,213	22,18,703	21,76,618
SHOLAPOOR	Land Revenue	12,76,081	64	12,76,017	12,49,550
	Sayer Revenue	2,63,063	....	2,63,063	2,57,070
	Total	15,39,144	64	15,39,080	15,06,620
RUTNAGHERRY	Land Revenue	8,40,770	1,590	8,39,180	8,25,339
	Sayer Revenue	1,76,346	....	1,76,346	1,76,211
	Total	10,17,116	1,590	10,15,526	10,01,550
BELGAUM	Land Revenue	16,73,629	891	16,72,738	16,69,686
	Sayer Revenue	6,47,156	....	6,47,156	6,45,137
	Total	23,20,785	891	23,19,894	23,14,823
DHARWAR	Land Revenue	18,07,613	138	18,07,475	18,06,579
	Sayer Revenue	4,15,025	....	4,15,025	4,14,948
	Total	22,22,638	138	22,22,500	22,21,527
SATTARA	Land Revenue	16,13,672	4,976	16,08,696	14,87,217
	Sayer Revenue	3,60,300	234	3,60,066	3,55,655
	Total	19,73,972	5,210	19,68,762	18,42,872
TOTAL	Land Revenue	1,01,62,447	9,877	1,01,52,570	99,26,917
	Sayer Revenue	26,04,364	234	26,04,130	25,87,201
	Total ... Rupees	1,27,66,811	10,111	1,27,56,700	1,25,14,118

REVENUE.

A.

SOUTHERN DIVISION *for the years ending* 30*th April* 1863 *and* 30*th April* 1864.

63.		1863-64.					
Balances outstanding on 1st May 1863.		Gross Government Revenue, deducting Alienations, for the year ending 30th April 1864.	Remissions.	Remainder Revenue for Collection.	Actual Realizations up to 30th April 1864.	Balances outstanding on 1st May 1864.	
On account of current year.	On account of former years.					On account of current year.	On account of former years.
Rupees.	Rupees.	Rupees.	Rupees.	Rupees.	Rupees.	Rupees.	Rupees.
18,785	164	10,00,580	422	10,00,158	9,23,390	76,768	154
3,342	....	5,02,734	....	5,02,734	4,98,847	3,887	1,436
22,127	164	15,03,314	422	15,02,892	14,22,237	80,655	1,590
41,133	913	20,23,211	802	20,22,409	19,65,653	56,756	....
952	....	3,88,783	....	3,88,783	3,88,590	193	....
42,085	913	24,11,994	802	24,11,192	23,54,243	56,949	....
26,467	....	13,30,194	20	13,30,174	13,06,874	23,300	....
5,993	....	3,11,327	....	3,11,327	3,10,944	383	....
32,460	....	16,41,521	20	16,41,501	16,17,818	23,683	....
13,841	156	9,41,103	1,753	9,39,350	9,18,850	20,500	120
135	....	1,82,484	....	1,82,484	1,81,983	501	....
13,976	156	11,23,587	1,753	11,21,854	11,00,833	21,001	120
3,052	359	17,65,188	888	17,64,300	17,57,090	7,210	324
2,019	....	3,82,513	....	3,82,513	3,78,647	3,866	....
5,071	359	21,47,701	888	21,46,813	21,35,737	11,076	324
896	....	17,96,208	138	17,96,070	17,91,591	4,479	....
77	....	4,35,430	....	4,35,430	4,35,430	....	....
973	....	22,31,638	138	22,31,500	22,27,021	4,479	....
1,21,479	....	17,71,407	8,286	17,63,121	16,93,163	69,958	....
4,411	....	3,19,210	....	3,19,210	3,17,601	1,609	....
1,25,890	....	20,90,617	8,286	20,82,331	20,10,764	71,567	....
2,25,653	1,592	1,06,27,891	12,309	1,06,15,582	1,03,56,611	2,58,971	598
16,929	....	25,22,481	....	25,22,481	25,12,042	10,439	1,436
2,42,582	1,592	1,31,50,372	12,309	1,31,38,063	1,28,68,653	2,69,410	2,034

APPENDIX

STATEMENT showing the REVENUES *of the* CANARA

ITEMS.	1863-64. Gross Government Revenue, deducting Alienations, for the year ending 30th April 1864.	Remissions.	Remainder Revenue for Collection.	Actual Realizations up to 30th April 1864.	Balance on 1st: On account of current year.
1	2	3	4	5	6
	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Land Revenue.....	6,84,854 2 8	271 8 10	6,84,582 9 10	5,81,379 12 7	1,03,114 15 7
Sayer.					
1. Income Tax.....	10,906 0 2	....	10,906 0 2	10,906 0 2	.....
2. Judicial Stamps.....	57,922 2 0	....	57,922 2 0	57,922 2 0	.....
3. Abkaree	57,485 14 10	....	57,485 14 10	51,366 14 10	6,119 0 0
4. Forests	3,38,779 13 5	....	3,38,779 13 5	3,38,779 13 5	.....
5. Miscellaneous.....	20,920 9 6	8 8 0	20,912 1 6	17,565 8 6	3,346 9 0
Total....	4,86,014 7 11	8 8 0	4,86,005 15 11	4,76,540 6 11	9,465 9 0
Grand Total....	11,70,868 10 7	280 0 0	11,70,588 9 9	10,57,920 3 6	*1,12,580 8 7

* Of this amount Rs. 98,533-1-5 were realized during May 1864.

REVENUE.

B.

COLLECTORATE *for the year ending the 30th April 1864.*

	1862-63.					
May 1864.	Gross Government Revenue, after deducting Alienations, for the year ending 30th April 1863.	Remissions.	Remainder Revenue for Collection.	Actual Realizations up to 30th April 1863.	Balance on 1st May 1863.	
On account of former years.					On account of current year.	On account of former years.
7	8	9	10	11	12	13
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
87 13 8	6,81,795 15 2	102 0 0	6,81,693 15 2	5,06,662 1 6	1,74,828 14 5	202 15 3
....	21,478 2 11	....	21,478 2 11	21,478 2 11	.....	....
....	44,351 7 6	....	44,351 7 6	44,351 7 6	.....	....
....	54,603 12 0	....	54,603 12 0	47,393 1 4	7,210 10 8	....
....	3,33,500 2 4	....	3,33,500 2 4	3,33,500 2 4	.....	....
....	17,593 7 3	....	17,593 7 3	12,236 5 8	5,357 1 7	....
....	4,71,527 0 0	....	4,71,527 0 0	4,58,959 3 9	12,567 12 3	....
87 13 8	11,53,322 15 2	102 0 0	11,53,220 15 2	9,65,621 5 3	1,87,396 10 8	202 15 3

APPENDIX

STATEMENT showing LAND *and* SAYER REVENUE *in the* COLLECTORATES *of the*

Collectorates.	ITEMS.	1862-63. Gross Government Revenue, deducting Alienations, for the year ending 30th April 1863.	Remissions.	Amount for Collection.	Actual Realizations up to 30th April 1863.	Balance out-1st May: On account of current year.
1	2	3	4	5	6	7
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
AHMEDABAD.	Land Revenue	14,30,442 14 8	1,796 3 6	14,28,646 11 2	14,07,570 6 2	21,076 5 0
	Sayer Revenue	31,631 8 0	.....	31,631 8 0	31,592 8 0	39 0 0
	Total	14,62,074 6 8	1,796 3 6	14,60,278 3 2	14,39,162 14 2	21,115 5 0
	Increase in 1863-64	.....	.....	.....	.....	.....
	Decrease in ditto	.....	.....	.....	.....	.....
KAIRA.	Land Revenue	17,19,431 8 3	1,13,786 1 11	16,05,645 6 4	12,39,153 6 4	3,66,492 0 0
	Sayer Revenue	10,098 5 6	.....	10,098 5 6	7,760 11 4	2,337 10 2
	Total	17,29,529 13 9	1,13,786 1 11	16,15,743 11 10	12,46,914 1 8	3,68,829 10 2
	Increase in 1863-64	.....	.....	.....	.....	.....
	Decrease in ditto	.....	.....	.....	.....	.....
SURAT.	Land Revenue	35,91,313 14 10	1,417 3 6	35,89,896 11 4	35,54,529 9 11	35,367 1 5
	Sayer Revenue	3,38,804 8 2	.....	3,38,804 8 2	3,38,718 4 2	86 4 0
	Total	39,30,118 7 0	1,417 3 6	39,28,701 3 6	38,93,247 14 1	35,453 5 5
	Increase in 1863-64	.....	.....	.....	.....	.....
	Decrease in ditto	.....	.....	.....	.....	.....

C.

NORTHERN DIVISION *for the years ending* 30*th April* 1863 *and* 30*th April* 1864.

	1863-64.					
standing on the 1863.	Gross Government Revenue, deducting Alienations, for the year ending 30th April 1864.	Remissions.	Amount for Collection.	Actual Realizations up to 30th April 1864.	Balance outstanding on the 1st May 1864.	
On account of former years.					On account of current year.	On account of former years.
8	9	10	11	12	13	14
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
51,879 10 11	15,75,614 8 1	7 4 0	15,75,607 4 1	15,54,162 12 3	21,444 7 10	10,356 6 10
.....	71,318 10 6	.....	71,318 10 6	69,125 7 8	2,193 2 10	.....
51,879 10 11	16,46,933 2 7	7 4 0	16,46,925 14 7	16,23,288 3 11	23,637 10 8	10,356 6 10
.....	1,84,858 11 11	.....	1,86,647 11 5	1,84,125 5 9	2,522 5 8	.....
.....	.....	1,788 15 6	.....	.....	.....	41,523 4 1
2,843 9 11	17,27,763 15 7	2,231 7 3	17,25,532 8 4	11,22,727 4 1	6,02,805 4 3	980 2 7
.....	10,445 4 8	.....	10,445 4 8	7,887 8 10	2,557 11 10	.....
2,843 9 11	17,38,209 4 3	2,231 7 3	17,35,977 13 0	11,30,614 12 11	6,05,363 0 1	980 2 7
.....	8,679 6 6	.....	1,20,234 1 2	.....	2,36,533 5 11	.....
.....	.....	1,11,554 10 8	.....	1,16,299 4 9	.....	1,863 7 4
2,339 6 0	39,09,560 3 9	39 15 7	39,09,520 4 2	38,99,207 2 4	10,313 1 10	576 12 11
.....	3,01,052 3 4	.....	3,01,052 3 4	3,00,742 3 1	310 0 3	.....
2,339 6 0	42,10,612 7 1	39 15 7	42,10,572 7 6	41,99,949 5 5	10,623 2 1	576 12 11
.....	2,80,494 0 1	.....	2,81,871 4 0	3,05,701 7 3	.....	.....
.....	.....	1,377 3 11	.....	.....	24,730 3 4	1,762 9 1

Collectorates.	ITEMS.	1862-63. Gross Government Revenue, deducting Alienations, for the year ending 30th April 1863.	Remissions.	Amount for Collection.	Actual Realizations up to 30th April 1863.	Balance out- 1st May: On account of current year.
1	2	3	4	5	6	7
		Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
TANNA.	Land Revenue	19,81,526 8 6	12,356 1 11	19,69,170 6 7	19,08,487 14 11	60,682 7 8
	Sayer Revenue	5,17,323 11 6	866 3 0	5,16,457 8 6	5,01,171 10 6	15,285 14 0
	Total....	24,98,850 4 0	13,222 4 11	24,85,627 15 1	24,09,659 9 5	75,968 5 8
	Increase in 1863-64	.....	.....	.....	.....	.....
	Decrease in ditto	.....	.....	.....	.....	.....
KHANDEISH.	Land Revenue	25,92,569 12 2	8,626 4 4	25,83,943 7 10	25,75,003 15 6	8,939 8 4
	Sayer Revenue	2,90,336 3 3	.....	2,90,336 3 3	2,88,939 11 3	1,396 8 0
	Total....	28,82,905 15 5	8,626 4 4	28,74,279 11 1	28,63,943 10 9	10,336 0 4
	Increase in 1863-64	.....	.....	.....	.....	.....
	Decrease in ditto	.....	.....	.....	.....	.....
TOTAL.	Land Revenue	1,13,15,284 10 5	1,37,981 15 2	1,11,77,302 11 3	1,06,84,745 4 10	4,92,557 6 5
	Sayer Revenue	11,88,194 4 5	866 3 0	11,87,328 1 5	11,68,182 13 3	19,145 4 2
	Total....	1,25,03,478 14 10	1,38,848 2 2	1,23,64,630 12 8	1,18,52,928 2 1	5,11,702 10 7
	Increase in 1863-64	.....	.....	.....	.....	.....
	Decrease in ditto	.....	.....	.....	.....	.....

REVENUE.

C.—(*continued*).

	1863-64.					
standing on the 1863.	Gross Government Revenue, deducting Alienations, for the year ending 30th April 1864.	Remissions.	Amount for Collection.	Actual Realizations up to 30th April 1864.	Balance outstanding on the 1st May 1864.	
On account of former years.					On account of current year.	On account of former years.
8	9	10	11	12	13	14
Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
460 5 9 1,374 15 1	19,90,078 4 0 5,19,355 13 0	2,794 8 4 700 12 0	19,87,283 11 8 5,18,655 1 0	18,94,972 14 2 5,96,152 14 2	92,300 13 6 12,502 2 10	678 5 11 1,313 10 6
1,835 4 10	25,09,434 1 0	3,495 4 4	25,05,938 12 8	24,01,125 12 4	1,04,803 0 4	1,992 0 5
....	10,583 13 0	..... 9,727 0 7	20,310 13 7	..... 8,533 13 1	28,844 10 8	156 11 7 .....
....	28,65,820 15 4 3,07,777 7 7	2,243 8 11	28,63,577 6 5 3,07,777 7 7	28,61,533 4 7 3,07,194 11 3	2,044 1 10 583 0 9	....
.....	31,73,598 6 11	2,243 8 11	31,71,354 14 0	31,68,727 15 10	2,627 1 10	.....
....	2,90,692 7 6	..... 6,382 11 5	2,97,075 2 11	..... 6,95,215 10 11	..... 7,708 14 6	....
57,523 0 7 1,374 15 1	1,20,68,837 14 9 12,09,949 7 1	7,316 12 1 700 12 0	1,20,61,521 2 8 12,09,248 11 1	1,13,32,603 5 5 11,91,102 13 0	7,28,907 13 3 18,146 1 9	12,591 12 3 1,313 10 6
58,897 15 8	1,32,78,787 5 10	8,017 8 1	1,32,70,769 13 9	1,25,23,706 2 5	7,47,053 15 0	13,905 6 9
....	7,75,308 7 0	..... 1,30,830 10 1	9,06,139 1 1	6,70,778 0 4	2,35,351 4 5	..... 44,892 8 11

APPENDIX

RETURN of CHOWTHAEE *and Annual* NUZZERANA *leviable under the Summary Inams in six Collectorates of the Southern Division and in the* KHANDEISH

NAME OF COLLECTORATE.	FIELD INAMS.			UMULS OR SHARES OF VILLAGES.		
	No. in each Collectorate of Holdings settled.	Chowthaee.	Annual Nuzzerana.	No. in each Collectorate of Holdings settled.	Chowthaee.	Annual Nuzzerana.
1	2	3	4	5	6	7
Southern Division.						
Sholapoor	2,968	8,460	1,391	34	2,357	472
Poona	1,343	6,698	1,255	217	4,416	818
Ahmednuggur	3,393	11,012	1,720	45	3,725	710
Dharwar	8,324	32,658	5,907	....	....	....
Belgaum	9,746	31,368	4,586	5	689	172
Sattara	10,633	64,353	12,241	268	8,694	1,959
Northern Division.						
Khandeish	1,618	5,853	1,321	27	4,006	1,128
Tanna (Colaba Districts).....	264	797	149	21	2,589	463
Total.....	38,289	161,199	28,570	617	26,476	5,722

D.

Settlement, as far as it was completed on the 30th April 1864, on unadjudicated COLLECTORATE *and* COLABA SUB-COLLECTORATE *of the Northern Division.*

WHOLE VILLAGES.			TOTAL.				
No. in each Collectorate of Holdings settled.	Chowthaee.	Annual Nuzzerana.	Total of Columns 2, 5, and 8.	Chowthaee (Total of Columns 3, 6, and 9).	Annual Nuzzerana (Total of Columns 4, 7, and 10).	Total of Columns 12 and 13.	REMARKS.
8	9	10	11	12	13	14	15
8	1,536	201	3,010	12,353	2,064	14,417	
7	657	129	1,567	11,771	2,202	13,973	
25	5,437	1,272	3,463	20,174	3,702	23,876	
2	748	73	8,326	33,406	5,980	39,386	
16	4,913	1,208	9,767	36,970	5,966	42,936	
244	32,897	6,640	11,145	105,944	20,840	126,784	
14	4,525	571	1,659	14,384	3,020	17,404	
..	..	..	285	3,386	612	3,998	
316	50,713	10,094	39,222	238,388	44,386	2,82,774	

APPENDIX E.

18 *RETURN of Annual* NUZZERANA *leviable under the Summary Settlement so far as it was completed on the* 30*th April* 1864 *on account of previously* adjudicated *Inams in six Collectorates of the Southern Division and in the* KHANDEISH COLLECTORATE *and* COLABA SUB-COLLECTORATE *of the Northern Division.*

NAME OF COLLECTORATE.	Field Inams.		Umuls or Shares of Villages.		Whole Villages.		Total.		REMARKS.
	No. of Adjudicated Holdings subjected to Annual Nuzzerana.	Amount of Annual Nuzzerana.	No. of Adjudicated Holdings subjected to Annual Nuzzerana.	Amount of Annual Nuzzerana.	No. of Adjudicated Holdings subjected to Annual Nuzzerana.	Amount of Annual Nuzzerana.	Total of Columns 2, 4, and 6.	Total of Columns 3, 5, and 7.	
1	2	3	4	5	6	7	8	9	10
		Rs.		Rs.		Rs.		Rs.	
Southern Division.									
Sattara.....	60	378	9	238	73	4,214	142	4,830	
Poona	317	571	13	170	75	3,245	405	3,986	
Ahmednuggur.....	18	26	60	562	94	4,900	172	5,488	
Dharwar	822	1,164	8	224	14	790	844	2,178	
Belgaum	329	617	....	....	43	4,782	372	5,399	
Sholapoor	17	4	9	710	18	1,672	44	2,386	
Northern Division.									
Khandeish	....	..	2	111	8	549	10	660	
Tanna (Colaba Districts) ..	1	..	....	....	....	....	1	....	
Total....	1,564	2,760	101	2,015	325	20,152	1,990	24,927	

APPENDIX F.

STATEMENT of the Value of INAMS *with respect to which the Holders have up to the 30th April* 1864 *elected to pay Occasional instead of Annual* NUZZERANA *in six Collectorates of the Southern Division and in the* KHANDEISH COLLECTORATE *and* COLABA SUB-COLLECTORATE *of the Northern Division.*

NAME OF COLLECTORATE.	Unadjudicated Inam Lands, Umuls, &c.		Adjudicated Inam Lands, Umuls, &c.		Total.		REMARKS.
	No. in each Collectorate.	Annual Assessment.	No. in each Collectorate.	Annual Assessment.	Total of Columns 2 and 4.	Total of Columns 3 and 5.	
1	2	3	4	5	6	7	8
		Rs.		Rs.		Rs.	
Southern Division.							
Sattara	13	11,939	4	5,124	17	17,063	
Poona	2	4,083	13	8,518	15	12,601	
Ahmednuggur	5	3,986	12	23,022	17	27,008	
Dharwar	....	....	....	....	....	....	
Belgaum	....	....	....	....	....	....	
Sholapoor	2	442	3	20,498	5	20,940	
Northern Division.							
Khandeish	....	....	2	1,910	2	1,910	
Tanna (Colaba Districts)	....	....	....	....	....	....	
Total....	22	20,450	34	59,072	56	79,522	

APPENDIX G.

Collectorate	No. of Alienations to which Act VII. of 1863 is applicable.			No. of Notices issued offering the Summary Settlement to the holders of alienations.	No. of Notices remaining to be issued.	No. of Alienations the holders of which have accepted the Summary Settlement.	No. of Alienations the holders of which have declined the Summary Settlement.	No. of Alienations the holders of which have not replied to the Notices served on them.	Amount of Revenue realizable from the holdings already brought under the Summary Settlement.		
	Villages.	Minor Estates.	Total.						Rs.	a.	p.
Surat	21	11,973	11,994	11,889	105	11,539	350	....	44,043	11	0
Broach (Sub-Collectorate)	11	14,235	14,246	13,979	267	10,998	1	2,980	55,064	5	0
Kaira	23	108,252	108,275	60,525	2,082	99,214	....	5,470	80,785	14	0
Ahmedabad	48	51,234	51,282	15,985	35,297	15,558	....	427	12,987	0	0
Tanna	82	1,352	1,434	1,196	238	1,083	1	112	1,837	5	0
Colaba (Sub-Collectorate)	42	454	496	461	35	436	2	23	1,781	4	0
Rutnagherry	113	1,252	1,365	1,303	62	868	....	435	6,856	3	8
Total....	340	188,752	189,092	*105,338	†38,086	139,696	354	9,447	2,03,355	10	8

* This No. was issued with respect to 149,497 alienations.

† This No. remains to be issued do. do. 39,595 alienations.

Total alienations....189,092

REVENUE.

APPENDIX H.

Alienated Lands in Taluka Mandvie.

Number of Alienations.			Deduct adjudicated under Act XI. of 1852.			Remaining Alienations to which the Summary Settlement is applicable.			Their value after deducting former payments to Government.			Number of Notices issued.			Number of Notices remaining to be issued.			Number of Alienations the holders of which have accepted the Summary Settlement.			Number of Alienations the holders of which have declined the Summary Settlement.			Number of Sunnuds issued.			Number of Sunnuds remaining to be issued.			Revenue realizable under the Summary Settlement.			Number of adjudicated holders who have accepted the One Anna Nuzzerana.			Amount realizable.			Grand Total of Columns 32 and 38.		
Villages.	Lands.	Total.	Villages.	Lands.	Total.	Villages.	Lands.	Total.	Rupees.	Annas.	Pies.	Villages.	Lands.	Total.	Villages.	Lands.	Total.	Villages.	Lands.	Total.	Villages.	Lands.	Total.	Villages.	Lands.	Total.	Villages.	Lands.	Total.	Rupees.	Annas.	Pies.	Villages.	Lands.	Total.	Rupees.	Annas.	Pies.	Rupees.	Annas.	Pies.
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42
7½	506	513½	7½	..	7½	..	506	506	5996	10	6	..	506	506	..	..	..	..	506	506	..	..	..	..	473	473	..	8	8	1756	13	..	2	0	2	100	15	0	1,857	12	0

CUSTOMS, SALT, AND OPIUM, BOMBAY.

Customs, Salt, and Opium.

The following is a contrasted Statement of the Customs Revenue for the years 1862-63 and 1863-64 :—

ITEMS.	Realisations.		Increase.	Decrease.
	1862-63.	1863-64.		
	Rs.	Rs.	Rs.	Rs.
Import Sea Customs.				
On general Trade.....	69,44,099	69,77,625	....	....
Spirits and Tobacco.				
Special duty on Tobacco.....	1,12,044	1,24,326	....	....
Excise Still Head Duty on Spirits..	5,03,614	5,14,688	....	....
Customs on Spirits imported by Land.	146	82	....	....
Miscellaneous items.....	57	59	....	....
Total Imports....	75,59,960	76,16,780	56,820	....
Exports.				
Sea Customs	4,73,302	5,01,691	28,389	....
Land Frontier Duties	52,409	59,346	6,937	....
Grand Total	80,85,671	81,77,817	92,146	....

2. The increase of Rs. 92,146 results partly from the Customs realizations in Canara having been included for the whole of the official year, and which amount to Rs. 23,304. Deducting this item, the increase for the rest of the Presidency, exclusive of Sind, amounts to Rs. 68,842, which is derived from the following sources :—

The trade in Tobacco, which had greatly suffered during the year 1861-62, and partly in 1862-63, owing to the duty thereon having been raised to between two and three hundred rupees

per-cent *ad-valorem* under Act X. of 1860, has again revived from the duty upon it having been reduced to 20 per-cent under Act XI. of 1862, and hence an increase under this head, as anticipated in last year's Report ..... Rs. 29,444

Increase derived under the head of special duty upon Tobacco under the abovementioned circumstance ..... „ 12,282

Increase in the amount of Still Head Duty owing to a larger quantity of Spirits from the Oorun, Bhandoop, and Bassein Distilleries having been removed than during the preceding year ..... „ 11,074

Increase in the amount of Customs Duty realized on Spirits imported from Europe ..... „ 45,355

Increase in the amount of Customs Duty on Exports ..... „ 24,335

Total.... 1,22,490

Deduct—

Net Decrease in the whole amount of Customs duty on general Merchandize imported by sea, exclusive of Tobacco and Spirits 43,707

Decrease in the amount of Land Customs 9,872

Decrease in the amount of Spirits imported by Land 69

53,648

Net Increase.....68,842

3. The decrease in Import Customs above mentioned has been brought about solely by the operation of Act XXVI. of 1863 under which heavy deductions of duty took place in the items of Wines, Malt Liquor, and Iron, and the result of which upon these combined items alone is a decrease of revenue of nearly four lakhs of rupees. The prosperity of the general trade, however, becomes apparent from the greater portion of this deficiency having been made up by increase in the other general items. The decrease of Rs. 9,872 in Land Customs has been caused by less exports of grain having been made into Foreign territory, a result which was to have been anticipated under the present extensive growth of Cotton in every available locality.

4. The quantity of Salt received from the pans on payment of full duty in comparison with the preceding year was:—

Customs, Salt, and Opium.

	Indian Maunds.
In 1863-64	3,431,881
1862-63	3,002,120
Increase in favour of 1863-64	429,761

*Out of this increase 357,911 Indian maunds of Salt removed from the pans in Canara have to be deducted, as that district did not come upon the accounts of the Commissioner of Customs during the previous year, and consequently the net increase for the rest of the Presidency, exclusive of Sind, under this head becomes reduced to 71,850 Indian maunds.

5. The sum realized under the various heads in this branch of the Revenue is as follows:—

	1862-63.	1863-64.
	Rs.	Rs.
Excise duty on Salt removed from the pans	35,36,497	42,22,729
Duty on Salt imported by Sea.....	16,928	71,013
Do. do. by Land	2,05,658	3,09,902
Proprietary right of the Government Salt Pans	66,223	1,05,530
Ground Rent from Salt Pans	20,187	24,854
Sale proceeds of smuggled Salt	2,831	2,991
Rupees....	38,48,324	47,37,019 38,48,324
Increase in favour of 1863-64....		8,88,695

From this increase Rs. 4,91,297 being deducted on account of the Salt Revenue of Canara, the net increase amounts to Rs. 3,97,398.

6. The amount realized on account of Pass Fees on Opium during the year 1863-64, in comparison with the year preceding, is—

Opium.

In 1862-63	Rs. 3,24,25,000
1863-64	1,48,40,100
Decrease	Rs. 1,75,84,900

The number of Chests on which Fees were levied being—

In 1862-63	Chests	51,745
1863-64	„	24,733½
Decrease....	„	27,011½

The rate charged throughout the year was Rs. 600 per Chest, as per Government Notification dated 1st March 1862. Such decrease is solely owing to the scarcity and dearness of money in Bombay which afterwards extended to China, and caused a serious fall in the prices there, whereby a number of Chests were held back awaiting a better state of the money market, and what ought to have formed portion of the Opium revenue for 1863-64 will be thrown forward into 1864-65.

FINANCE.

Finance.

The official year opened with a balance of Rs. 3,21,30,137 and closed with one of Rs. 1,90,67,206. The latter balance was distributed as follows:—

19,00,890	in the General Treasury.
1,35,20,330	in the Revenue Treasuries of the Mofussil.
5,32,424	in the General and Political Treasuries.
2,15,766	in the Military Treasury.
4,85,642	in the Public Works Treasury.
24,12,154	in the Mint.
Total....Rs. 1,90,67,206	

The amount in the Revenue Treasuries included the balance of the recently transferred Canara Collectorate, Rs. 10,22,456, deducting which leaves nearly one crore and twenty-five lacs of rupees.

2. The actual Receipts and Disbursements for the Presidency, inclusive of Sind in 1862-63, with the actual and estimated Receipts and Disbursements for 1863-64, exclusive of those of the Public Works Department, are thus exhibited in gross by the Deputy Auditor and Accountant General:—

	1862-63, Actual.	1863-64	
		Estimated.	Actual.
	Rs.	Rs.	Rs.
Receipts	9,59,12,427	7,55,72,702	8,12,61,089
Charges	6,06,05,941	6,25,13,433	6,34,71,810
Surplus.... Rupees	3,53,06,486	1,30,59,269	1,77,89,279

and show that in 1863-64 there was, as compared with the previous year, a decrease in actual Receipts amounting to Rs. 1,46,51,338 and an increase of Rs. 28,65,869 in Charges.

Finance.

3. Of the General and Political Treasuries rendering accounts to the Bombay Government the statement stands thus :—

	1862-63, Actual.	1863-64	
		Estimated.	Actual.
	Rs.	Rs.	Rs.
Receipts	8,48,661	6,19,480	10,40,745
Charges	8,81,583	10,98,609	7,96,471
Surplus.... Rupees	....	....	2,43,726
Deficit.... Rupees	32,922	4,79,129	....

4. The decrease of Rs. 1,46,51,338 shown in the former statement arises principally from a decline of Rs. 1,75,76,918 in the Opium revenue, and which is attributed by the Deputy Auditor and Accountant General to the disturbed state of China and the high duty on the drug. Notwithstanding the Income Tax having been reduced from 4 to 3 per-cent in August 1863, the collections approximated those of 1862-63 and exceeded the estimate by nearly four hundred thousand rupees. The Stamp revenue exceeds that of the previous year by Rs. 13,79,599.

5. Under the head of Disbursements, charges against Income in the Revenue Department are found to have increased in the instances of Land Revenue, Customs, Salt, Opium, and Mint, and to have diminished in those of Assessed Taxes and Stamps. Other and more considerable charges against Income are entered under the two headings of "Allowances and Assignments under Treaties and Engagements," and "Allowances to District and Village Officers," both exhibiting decreases, though the latter account shows a slight increase over the estimate.

6. The actual charges against Income for 1863-64 are summarized in the following table :—

I.	Revenue Department	61,05,274
II.	Allowances and Assignments under Treaties and Engagements	53,13,497
III.	Allowances to District and Village Officers	53,50,721
IV.	Miscellaneous.....	1,14,881
	Total .... Rs.	1,68,48,373

7. The items composing the charges against Income in the Revenue Department, ranged in order of their magnitude, stand as follows:—

	Rs.
(*a*) Land Revenue, Forest, and Abkaree	39,21,380
(*b*) Mint	8,96,764
(*c*) Customs	4,76,238
(*d*) Salt	3,86,163
(*e*) Stamps	2,34,323
(*f*) Assessed Taxes	1,46,357
(*g*) Opium	44,049

8. The excess under Mint is owing to the Establishment charges of the new Copper Mint having been ordered to be debited to that Department instead of to Public Works Department, and also to the Mint Master having had to employ extra labour and to coin day and night throughout the year.

9. Of other disbursements that on account of the Army amounts to Rs. 2,53,31,083. Under the head of "the Civil Service" the charges amount to Rs. 1,30,45,923. The following table exhibits the more important items of Civil Expenditure in the order of their magnitude:—

	Rs.
Police	35,95,043
Law and Justice	31,98,636
Superannuation and Retired Allowances and Gratuities for Charitable and other purposes	24,63,289
Salaries and expenses of Public Departments	19,40,343
Education, Science, and Art	6,52,138
Miscellaneous	6,22,436
Political Agencies and other Foreign Services	5,29,738

10. The Bills drawn by the Secretary of State for India on Bombay in the year 1863-64 exceeded in amount those drawn by him in the preceding year by Rs. 1,47,09,225. To meet these drafts aid was received from the undermentioned Governments and Administrations to the following extent:—

	Rs.
Government of India	1,16,50,000
Government of Madras	2,12,30,000
Government of North-Western Provinces	22,27,000
Hydrabad Assigned Districts	15,90,000
Punjaub	12,00,000
Total	Rs. 3,78,97,000

Finance.

11. The amounts advanced to and received from the three Railway Companies connected with this Presidency and the Indus Steam Flotilla were as follows :—

	Advanced. Rs.		Received. Rs.
Great Indian Peninsula Railway	1,16,44,500	....	26,42,840
Bombay, Baroda, and Central India Railway	61,10,790	....	2,42,820
Sind Railway	15,72,220	....	3,76,380
Indus Steam Flotilla.....	1,53,470	....	1,62,100
Rupees	1,94,80,980	....	34,24,140

THE MINT.

The Mint.

During this year the amount coined and paid into the General Treasury was more than seven crores and sixty lacs of rupees. Mint Certificates were issued for more than six crores and thirty-eight lacs of rupees. The following table, taken from the report of the Deputy Auditor and Accountant General, gives the yearly amount of Mint Certificates issued and of the money coined during the past five years :—

	Mint Certificates issued.	New Coin paid in.
	Rs.	Rs.
1859-60	2,21,31,500	4,05,16,500
1860-61	1,71,50,500	1,98,02,400
1861-62	4,75,61,200	4,05,92,800
1862-63	7,13,10,600	6,06,56,900
1863-64	6,38,50,000	7,60,40,000

2. In 1863-64 the monthly average coinage was Rs. 63,36,666. In the previous year it was only Rs. 50,55,658. Although the Mint was worked

The Mint.

day and night to meet the demands of the Banks and Mercantile community for current coin, the amount of Bullion in course of receipt at the Mint was frequently so very considerable that it ranged between the 1st December 1863 and 30th April 1864 from 30,00,000 to 1,45,00,000 of rupees. Payment for Bullion by Mint Certificates had therefore unavoidably to be deferred.

3. The increase in the monthly average coinage was owing to the new Copper Mint having been nearly completed during the year under report. New Coinage Presses are now being erected, which it is hoped will render the new Mint complete in itself and efficient in every respect.

POLITICAL

KATTYWAR.

Kattywar.

Various measures were introduced during the past year (1863-64) for the amelioration of the province of Kattywar, which is much behind the rest of the Presidency in all that relates to progress and civilization.

2. For the better supervision of the province it was divided into four districts, and an Assistant Political Agent appointed to the charge of each. The chiefs were at the same time encouraged to assert their authority over their Bhayads and Jagherdars who claim a prescriptive privilege of administering justice in their own villages. The divided authority thus exercised by the chiefs and landholders of the province has been found to lead to an increase of crime, and to facilitate the escape of culprits from one jurisdiction to another. The enlarged powers granted to the chiefs is, however, regarded as an experimental measure, and will have to be carefully watched in its effects, owing to the conflicting interests of the Bhayads in their relation to the chiefs.

3. A Code of Civil Procedure, in assimilation to Act VIII. of 1859, was introduced experimentally during the year for regulating all civil matters not relating to boundary disputes or of a political character. The payment of a fee on all suits instituted was also provided for—a measure which was opposed by the great chiefs under the impression that they incurred some loss of power or dignity by paying the fee. The Political Agent was of opinion that the opposition was the work more of the ministers than of the chiefs themselves, and it is satisfactory to remark that the rancour and bad feeling displayed in the matter have gradually disappeared.

4. One of the greatest evils which beset the administration of Kattywar is the great number of boundary disputes arising from the many separate jurisdictions into which the province is split up. A Survey establishment has been employed during the past year in mapping out disputed areas; but very little progress in this important work can be made until a Trigonometrical survey of the province has been carried out. A party of the Grand

Kattywar.

Trigonometrical Survey will commence operations in Kattywar almost immediately.

5. At the commencement of the year the Political Agent reported that considerable disorganization of the coinage had taken place in Kattywar. Of the two hundred and three talookas exercising separate jurisdiction, three, viz. Noanuggur, Joonaghur, and Porebunder, enjoy the prescriptive right of coining; the Government rupee was found to be current in seventy-seven, and the remainder used either the produce of the nearest mint, or obsolete coins which had disappeared from circulation elsewhere.

6. Owing to an unprecedented demand for Koorees on the part of traders engaged in the cotton trade, chiefly for the purpose of making advances to cultivators who refused to receive any other coin than that in which they paid their rents, as well as to the limited number of Koorees in circulation, their value rapidly increased and attained an extravagant premium. In June 1863 the exchange value of the Kooree reached a point at which the loss on goods purchased with Government rupees amounted to 36 per-cent. The result proved most injurious to the agricultural classes, and seriously impaired the efficiency of the Government establishments in the province.

7. The Political Agent reported that all internal commercial transactions assumed the character of gambling speculations on account of the sudden and great fluctuation to which the value of the currency was liable. All these evils induced the Government to interfere for the relief of the people of the province. In all States which had not the prescriptive right of coining money, the Government rupee was declared to be the only legal tender; and the produce of the three local mints was thus circumscribed to its legitimate bounds. A proposition was at the same time submitted to the Supreme Government for closing the local mints and awarding compensation to the chiefs concerned for the privilege they would surrender. This important measure is under the consideration of Her Majesty's Government.

8. In August 1863 the Political Agent reported that one of the principal obstacles which prevent the suppression of Bahirwuttias in Kattywar was the assistance which outlaws received from foreign mercenaries.

9. The attention of the Political authorities of Kattywar had been repeatedly directed by Government to measures for checking the evils arising from the employment of Arabs and Mekranees by the chiefs of the province,

and to the necessity of ensuring the coöperation of the chiefs for preventing the disembarkation of foreign mercenaries at the ports on their sea-board. Kattywar.

10. The injunctions of Government appear, however, to have been little regarded by the chiefs, and the peace and good government of the province required that some active steps should be taken to prevent the ingress of foreigners. The Gun-Boat *Hugh Rose* was despatched to Kattywar and stationed off the southern coast, but this vessel arrived too late to make any actual captures. The Political Agent is, however, of opinion that the effect of the presence of the gun-boat has been felt, and will no doubt result in deterring foreign mercenaries from attempting to land next season. Several parties of Arabs were captured by the Porebunder authorities on landing and were sent back to their own country by Government. A special officer assisted the chiefs during the past year in reducing the number of Bahirwuttias. Many have been apprehended and others have submitted to their chiefs. Upwards of two hundred are still out, but they have almost ceased to commit excesses. Some few have, however, seized hostages, and these are being brought in one by one through the increasing vigilance of the chiefs.

KUTCH.

The administration of this province during 1863 was of a retrogressive character, arising from the corruption of His Highness the Rao's principal advisers. The dismissal of these men and the appointment of a new chief Karbaree have since resulted in visible improvement. Kutch.

2. The general condition of this province also exhibited but little improvement. His Highness the Rao and the landed proprietors are reported to have benefited largely by the prosperity arising from the high prices obtained for cotton in all parts of the Presidency; but this prosperity brought its concomitant evils. The price of produce of every kind increased to a degree which far exceeded that attained in the worst years of famine, in a country subject to periodical scarcity as Kutch is. One consequence of this serious distress was that upwards of 35,000 persons emigrated from the province—a number exceeding that of the previous year by about 10,000. It was impossible that this heavy drain on the population could long continue without material deterioration of the province, and it was therefore suggested to the Rao to adopt some effectual and enlightened means for averting as far as possible the impending calamity. The example set by the neighbouring chieftains of Kattywar in remitting the transit and other dues levied

Kutch.

on produce and manufactures was held up to the Rao as being well worthy of imitation. It was also pointed out to His Highness that he would confer a real benefit on his people and country if he would but employ some portion of his increasing revenues in the prosecution of works of public utility. His attention was specially directed to certain proposed improvements to the harbour at Mandavie, to the early commencement of which he was informed Government attached much importance.

3. One instance of Suttee occurred in Kutch during the year, an aged woman having immolated herself on the pyre of her deceased son, with the connivance of the people of the village to which she belonged, on whom suitable fines were inflicted by His Highness the Rao. Government expressed its dissatisfaction at the laxity of the Rao's administration in permitting such an occurrence, and added a hope that it would be the last of the kind in a state so closely connected, as Kutch is, with the British Government.

MAHEE KANTA.

Mahee Kanta.

The administration of this province during the year has not been marked with any event of special importance. Cases of Boundary disputes were increasing in number, and the great importance of deciding them with the least practicable delay was urged on the Political Agent.

2. A new School was opened at the town of Ahmednuggur by the Raja of Edur, who has further shown his interest in the work by subscribing Rs. 800 towards the building of School-rooms in certain co-shared towns in his state.

REWA KANTA AND PUNCH MAHALS.

Rewa Kanta and Punch Mahals.

All the states of this agency were quiet and more or less prosperous. Certain differences between the Raja of Rajpeepla and his father were amicably settled by the Resident, Colonel Barr, and both were reported to be on terms of cordial confidence and affection. Good progress had been made in the definition of the frontier boundary between this and the adjoining states. An important dispute between Rajpeepla and the Broach Collectorate was settled during the year. Besides this work ninety-three boundary disputes, aggregating 124 miles of frontier line, were settled between the petty Mehwassee states and the Gaekwar's Territory by Captain Barton, the Boundary Settlement Officer, and the results effected received the approval of Government.

Rewa Kanta and Punch Mahals.

2. The Raja of Deoghur Barra, who was in a precarious state of health at close of last report, died subsequently and has been succeeded by his son.

3. Education though still in its infancy in the native states of this agency had progressed favourably. Ten Schools were open, with an average attendance of 813 scholars, but the number was still quite out of proportion to the extent of the population.

4. Towards the close of the year the Punch Mahals and the district of Narookote were transferred to the Kaira Collectorate.

KOLHAPOOR AND THE SOUTHERN MARATHA COUNTRY.

Kolhapoor and the Southern Maratha Country.

The affairs of the Kolhapoor state and its dependencies during 1863 were very satisfactory. The most important event during the year was the transfer to the Raja of the entire administration of his Principality in a state of high and progressive prosperity, the British Government having saved it from bankruptcy, and having evoked order and justice from the anarchy and ruin involved in two rebellions during a most turbulent minority.

2. Education continued to receive the attention of the Raja, who had established a Sirdars' class in connection with the English school at Kolhapoor for the sons of his Sirdars and Nobles. The number who attended the class at its opening was 24, including boys from the Royal family.

3. There were no occurrences worthy of note in the affairs of the Jagheerdars of the Southern Maratha Country during the year.

SIND.

Sind.

The internal tranquillity of Sind continued almost unbroken during the year under review. The mountain tribes of Murrees and Bhoogtees were still restless, but the vigilant watch which was kept upon them prevented any raids into British territory. The deposed Khan of Khelat, Khoodadad Khan, had taken refuge within our frontier and had been allowed to settle within a few miles of Jacobabad, and his cousin Shere Dil Khan was unanimously elected Khan by the people and chiefs of Beloochistan. This election was confirmed at a meeting of all the Belooch Chiefs, at which the Political Agent at the Court of Khelat was present. In consequence of this election it was recommended to Government that Shere Dil Khan should be recognized as the Ruler, and that the treaty made with his cousin, the late Nusseer Khan, in 1854 should be renewed.

Sind. 2. A rebellion broke out in Bhawulpore on our N.E. Frontier, but was suppressed after some bloodshed. Several of the insurgents took refuge in Sind and were suffered to settle in the Roree district. They were of course disarmed before they were allowed to cross our Frontier.

ADEN.

Aden. There has been a most marked increase both in the Import and Export trade of Aden during the year under report. The Import trade shows an increase of Rupees 27,23,956 over that of the preceding year, while the Exports are Rupees 11,89,988 in excess also. The whole value of the External and Internal trade of the port during 1863-64 was estimated at Rupees 1,76,53,006, which was more by Rs. 50,92,507 than the previous year's return, which is a most prosperous state of things. The nationality and tonnage of the various vessels which entered the port of Aden during the year of report is thus tabulated :—

	Vessels.		Tonnage.
British Colours	185	.....	176,312
American	18	.....	15,602
French	26	.....	36,776
Hamburg	1	.....	1,021
Arab (country craft)	126	.....	5,601
Bremen	1	.....	763
Total.....	357	.....	236,075

The number of vessels, it will be seen on comparison with the previous year's return, is less by 759; but this decrease is solely in the number of native crafts, which the Resident attributes to the Harbour Dues having been raised, and he looks upon this falling off as only temporary.

In Political matters the same satisfactory state of affairs as described in last year's report had happily still continued. Our neighbours both on the African and Arabian sides were on the best possible terms with us and had no quarrel amongst themselves. Some little difficulty occurred in the beginning of the year in arranging the succession to the Sultanate of Lahej. Foudel the eldest son of Ali Mashim, the late Sultan, who was elected Sultan in the first instance, resigned soon after and there was some difficulty in selecting a successor. But this was soon satisfactorily arranged

by the Political Resident who invited the different brothers of Foudel into Aden to discuss the question. This ended in their all agreeing to accept Foudel, the brother next by one in succession to Ali Mashim, as their head; the brother Abdoola, who was passed by, fully assenting at the time. The choice, the Political Resident thinks, was the best that could be made. Foudel has the most ability and greatest experience of them all, and is said to be a most staunch friend of the British. Aden.

ZANZIBAR.

The administration report of the Agency of Zanzibar for 1863-64 shows the most satisfactory results in all its branches. There has been a great impetus given to Trade during the year under review. The total value of the Imports was £680,712 or £142,226 in excess of the previous year. The Exports amounted to £786,308, being an increase of £318,257 over 1862-63. The article both of Exports and Imports in which there is the greatest increase is Ivory, and this, the Political Agent observes, is the key-stone on which the greater part of the African trade depends. Zanzibar.

2. The following is an abridgement of the statement submitted by the Political Agent of the tonnage and nationality of the vessels which entered the harbour of Zanzibar during 1863-64 contrasted with the previous two years:—

1861-62.		1862-63.		1863-64.	
No.	Tonnage.	No.	Tonnage.	No.	Tonnage.
78	36,021	88	42,495	93	43,056

3. The Slave Trade of Zanzibar, which seemed to be on the decrease at close of previous year's report, has been carried on to a far greater extent in 1863-64, and almost entirely unchecked. The Political Agent reports that the absence of British war-vessels at this juncture has greatly facilitated this inhuman traffic, and the price of slaves has risen from below $20 to $50 or $60. These high prices, moreover, have induced the natives of Zanzibar itself to sell their domestic slaves and even those engaged on their plantations.

4. Kidnapping by Soarie Arabs has also been carried on to a great extent, and the Government of Zanzibar, it is stated, appears perfectly unable to put a stop to it.

PERSIAN GULF.

Persian Gulf.

Perfect tranquillity has reigned in the Persian Gulf during the past year.

The Sub-Marine Telegraph between Bushire and Mussendom on the one hand, and Bushire and Fao on the other, is in perfect working order. The line from Bushire to Tehran is also complete, and the Persian merchants show an increasing eagerness to avail themselves of Telegraphic communication.

Trade at Bushire is unprecedentedly flourishing, and Wheat and Cotton have been shipped in considerable quantities.

PUBLIC WORKS.

Public Works.

The total grant for Public Works, exclusive of Railway, in the Bombay Presidency in 1863-64 amounted to Rs. 10,709,174, distributed under the following main heads of the Budget classification :—

I.—Military	Rs.	20,88,679
II.—Civil Administration	„	4,38,516
III.—Public Improvements	„	61,06,954
Machinery and Stores	„	1,45,025
Establishment	„	13,50,000
Reserve	„	5,80,000
	Rs.	1,07,09,174

And the aggregate expenditure amounted to Rs 1,02,04,983, debitable to the same heads in the following proportions :—

I.—Military	Rs.	18,56,964
II.—Civil Administration	„	7,02,989
III.—Public Improvements	„	62,32,333
Unclassified and unaudited outlay	„	44,180
Establishment	„	13,68,517
	Rs.	1,02,04,983

MILITARY—(Army).

FORTIFICATIONS.

Bombay.

Bombay Harbour Defences.

The Harbour Defence works have been pushed on with vigour during the year under report. A sum of 5 lakhs was allotted for expenditure, of which nearly 4½ lakhs have been expended. The principal works in progress during the year were as follow :—

Oyster Rock Battery.

The Battery has been brought up to a level on an average 5 feet above high water.

Cross Island Battery.

The interior excavation has been completed, and the 110-pounder Armstrong Guns are in position.

Colaba Point Battery.

The earthwork has been completed, and the Battery has been armed.

Middle-Ground Battery.

On the 17th February 1864 the first boat-load of stones was thrown into the water to form the foundations of this Battery on the Middle-Ground shoal, and at the close of the year 309,457 cubic feet of rubble-stone had been immersed, showing at low-water spring-tides a triangular-shaped island of about 20,000 square feet area. Other minor works were also under construction.

Rampart Removal Works.

During the year under review considerable progress has been made in the demolition of the Western Ramparts of the Fort and filling in the ditches, together with the formation of new roads on the Esplanade and improving portions of the old roads.

The expenditure on the foregoing works up to the 30th April 1864 had been Rs. 2,40,634.

Land Defences.

Plans are in preparation for Land Defences to take the place of the old fortifications.

Temporary Pendalls on the Esplanade were under construction to accommodate the establishments of the Public Offices about to be pulled down in the Fort.

The European General Hospital on the Esplanade had been commenced, and the Hospital on Butcher's Island had been completed.

Aden.

Defensive Works.

The Ras Tarshayne and the Ras Morbut Mole Batteries were in progress, and the defensive works generally were undergoing thorough repairs.

ACCOMMODATION FOR TROOPS.

Belgaum.

ARMY.
Stables with subsidiary buildings for Artillery.

The most important Military buildings are those connected with the removal of the Battery from the Fort to the Cantonment of Belgaum. The old Stables have been pulled down and reconstructed, with additions, on the new site. Some subsidiary buildings, consisting of Guard-rooms, Gun-shed, Harness and Store-rooms, Canteen and Coffee-rooms, &c., are in course of erection. The expenditure on these works was Rs. 13,297.

Sattara.

Quarters for 12 families were under construction and were expected to be ready for occupation in June. The quarters for the other 12 families would not be ready till the beginning of the next year. Quarters for 24 families.

Poona.

The Barracks at Wanowree were progressing favourably, and the work was being executed in a satisfactory manner. Barracks.

These buildings were estimated to cost Rs. 1,60,840, but the sum of Rs. 11,589 only had been expended during the official year.

Family quarters for the Sappers and Miners at Poona were also under construction. Quarters for families of Sappers.

Kirkee.

The last of the four ranges of permanent Patcherries with subsidiary buildings has been completed during the year. The total expenditure amounts to Rs. 88,962, of which Rs. 8,626 were spent in 1863-64; also four of the nine lower-storied Barracks for the Artillery at Kirkee were completed during the year, and the remaining Barracks are in a forward state. Patcherries.

A Garrison Library for the Royal Artillery at this station was under construction. Garrison Library.

Poorundhur.

At this hill station the construction of two Barracks, with outhouses and Apothecary's quarters, had been commenced, and a Reading-room for the Soldiers had been completed within the year. Barracks.

Asseerghur.

The Barracks which have been in and out of hand since March 1858 had been finally completed in the year under review, and this only had been effected by the successful employment of the European Troops (Her Majesty's 33rd Regiment) in Garrison as artizans and labourers, owing to the scarcity of native labour, &c. Barracks.

Mhow.

The Cavalry Barracks with subsidiary buildings were nearly finished and ready for occupation. The amount expended in 1863-64 on these buildings was Rs. 1,55,056. Cavalry Barracks.

Infantry Hospital.

The Infantry Hospital at this station, affording accommodation for 200 sick, was under construction, and the Hospital for European Troops at Indore was nearly ready for occupation at the close of the official year.

Ahmedabad.

Eighteen family quarters for Artillery.

At this station three blocks of buildings, providing accommodation for 18 families, has been completed at a cost of Rs. 39,600.

Mount Aboo.

Barracks.

A sum of Rs 54,952 has been expended in constructing Barracks with subsidiary buildings at this hill station. Three Barracks are reported finished and other five in a forward state to completion.

Nusseerabad.

Barracks.

Barracks for a Regiment of European Infantry, estimated at Rupees 3,60,307, are in progress. Rupees 49,969, however, have only been expended on them up to the close of the year under review.

Aden.

Upper-storied Barracks.

Of the upper-storied Barracks one was nearly completed, and the Barracks under construction at the different parts of the Isthmus were progressing favourably.

Ahmednuggur.

Stables.

Stables for the Cavalry at this station were under construction, and Barracks with subsidiary buildings for the Royal Artillery, estimated at Rs. 1,40,813, were just about to be commenced.

Several other minor works under this head were in progress at the several Military stations in this Presidency.

ORDNANCE.

Kirkee.

Gun-Carriage and Powder Factories.

A revision of the original estimates for the Gun-Carriage and Gunpowder Factories about to be constructed at Kirkee having been necessary, these extensive and important works have not yet been commenced. The sum of 2½ lakhs however, appropriated in the Budget, has been expended in the purchase of land.

GENERAL.

PUBLIC DEPARTMENTS.

Canara.

GENERAL. Public Officers' quarters, &c., Karwar.

Wing 24th Regiment N. I.
2 Companies Sappers and Miners.
1000 Convicts.
250 Police.
Officers and Establishment of the Revenue Department.
Ditto Judicial Department.
Ditto Public Works Department and Commissariat Department.

Public buildings were erected at a cost of Rs. 1,54,000 for the accommodation of the public servants noted in the margin, who, at the commencement of the monsoon of 1863, found themselves in a place where there were no houses and the rain-fall 150 inches.

Wooden Houses.

Some wooden houses with iron roofing were sent from Bombay and put up during the monsoon for the accommodation, principally, of European officers. All others were sheltered in temporary buildings constructed of very perishable materials. The cost, however, for providing this accommodation (deducting the value of the materials in hand) will be only about Rs. 87,000.

Bombay.

Presidency Mint.

Several additions, consisting of new machinery and the several workshops necessary thereto, had been completed, and the construction of a Copper Mint was nearly completed at the close of the year under review. These additions, &c. were estimated to cost a sum of Rs. 1,38,555.

Matheran Public Buildings.

Public buildings, including Superintendent's Office, Post and Telegraph Offices, &c., were in course of construction at the hill station of Matheran near Bombay.

CHARITABLE INSTITUTIONS.

Surat.

Cawasjee Jehangeer Hospital.

This Hospital, which bears the name of the founder, has been completed at a total cost of Rs. 70,280. Tablets, recording the name and liberality of this benefactor in the English and Guzerathee languages, have been erected within the building by this Government.

Dispensary at Kalliawaree.

This building, with out-houses, has been completed at a cost of Rupees 10,359, of which Rs. 225 were expended in the year under report.

Cursetjee Furdoonjee Parukh's Dhurumsalla.

This building is designed to accommodate different castes of the travelling community, and is divided into three large and one small compartments—the first three for Parsees, Mussulmans, and Hindoos, and one end room for Christians. The building is admirably situated, being in

Cursetjee Furdoonjee Parukh's Dhurumsalla.

front of the Railway Station, and also adjoining the Delhi Gate entrance of the City. A corrugated iron roof covers the structure.

The donor, whose name the building bears, at first gave Rs. 15,000 for this charity, but on the submission of the plans and estimates, suggested several alterations, additions, and improvements, which will raise the cost to about Rs. 18,000.

Poona.

Sassoon Hospital.

The foundation-stone of this Hospital, named after David Sassoon, Esquire, who liberally contributed Rs. 60,000 towards its construction, was laid by His Excellency the Governor of Bombay towards the close of the monsoon of 1863. The foundations have been filled in, the plinth built to its proper height, and the walls just commenced. Rs. 30,000 have been expended from Mr. Sassoon's contribution.

ECCLESIASTICAL.

CHURCHES AND OTHER BUILDINGS.

Aden.

Church.

The Church at Steamer Point was reported complete to the extent of the first Government grant of Rs. 10,000. The second grant of Rs. 8,000 had been made over to a Committee for the internal fittings of the Church.

Poona.

St. Paul's Church.

This edifice was commenced in August 1863, and estimated to cost Rs. 53,793. The foundations have been filled in up to the ground level. The foundation-stone of this Church was laid by His Excellency the Governor of Bombay during the monsoon of 1863.

Poorundhur.

Church.

The Church at this station was expected to be completed before the rains of 1864.

Poona.

Deccan College.

One lakh of rupees has been liberally contributed by Sir Jamsetjee Jejeebhoy, Bart., towards the construction of this building, which was not commenced, but materials to the amount of Rs. 2,000 had been collected.

PUBLIC IMPROVEMENTS—MUNICIPAL.

WATER SUPPLY.

Khandaila.

Municipal Tank.

This tank has been cleared of the mud out of the Government sanction of Rs. 10,000, of which the Honourable Rustomjee Jamsetjee Jejeebhoy liberally contributed Rs. 7,000. Rs. 4,478 have been expended in the year 1863-64.

MARINE.

HARBOUR AND NAVIGATION.

Kurrachee.

MARINE.
Kurrachee Harbour Works.
Keamaree Groin.
Napier Mole Bridge.

The Keamaree Groin was completed on the 30th June. The three remaining piles of the Napier Mole Bridge were screwed in and the superstructure and roadway completed, with the exception of one Bay at the north abutment, the foundation of which has not been got in.

Stoppage of Chinnee Creek.

The works connected with the stoppage of the Chinnee Creek have been postponed.

Native Jetty.

The whole length of the North and West walls and 36 feet of the South wall of the Native Jetty have been thrown open to the public, and a channel has been dredged along the two latter walls.

New Channel.

On the works connected with the new channel, 255,393 tons of mud have been dredged or excavated by hand, and used in reclaiming building plots or raising land belonging to Government. A length of 4018 yards of Railway has been laid down during the year. The expenditure for the year amounts to Rs. 8,25,367, of which sum, however, Rs. 2,67,381 are for the materials of the Napier Mole Bridge ordered from England in the previous year, and for the payment of which a remittance had to be made in 1863-64. The sum appropriated for these works was Rs. 5,50,000.

Several of the works in progress in connection with the Kurrachee Harbour have been made the subject of special and separate reports.

Bombay.

Apollo Bay Reclamation.

This reclamation, which has been referred to in former reports, extends over the whole ground lying between the Apollo Pier and Arthur Bunder, with a basin 150 feet in width alongside the former and 100 feet in width alongside the latter. A basin 700 feet long by 137½ feet in breadth is to be

Apollo Bay Reclamation.

built parallel to the sea-wall, from the centre of which an opening of 100 feet in width has been left in order to afford entrance to the basin. About two-thirds of the retaining-wall and one-third of the filling has been completed. The extent of the reclamation originally undertaken is about 20 acres, and that lately sanctioned for the Baroda Railway Company contains 11 acres, making a total of 31 acres. Two and a half lakhs were sanctioned for expenditure during the year, but the contractors could not manage to expend more than Rs. 1,74,872.

Moody Bay Reclamation.

This reclamation, which also has formed the subject of former reports, had not proceeded as fast as it might have, owing to the contractor not being allowed to bring material from Back Bay.

Reclaiming the sea to the extent of about 10 acres has been put in hand in order to serve as a depôt of materials.

The amount expended during the year under review was Rs. 1,49,344, whilst that allotted in the Budget was Rs. 2,00,000.

Canara.

Karwar Harbour Works.

The works at present undertaken consists of a Lighthouse with subsidiary buildings on the Oyster Rock 3¼ miles from the main land, a wharf wall round Beitkul Cove, and a wharf road to connect the roads approaching Karwar by the Kyga and Arbyle Ghauts.

Lighthouse.

The Lighthouse Column had been raised from the foundation to the height of 40 feet, and fitted with a temporary Light. The work could not be proceeded with further until the Lantern is received from England.

In addition to the Lighthouse Column, a Cleaning-room, Store-room, and quarters for Lascars have been constructed on the rocks.

Wharfage.

Wharfage to the extent of 5025 square yards has been attained by building only 580 running feet of sea-wall; 1,645 running yards of the wharf road had been completed.

Iron Bridge.

At Konay a wrought-iron lattice-girder Bridge has been erected 80-feet span, the girders being supported in the centre on hollow cast-iron screw-piles, and carrying a roadway 40 feet wide. The cost of this bridge owing to its peculiar position will cost Rs. 63,206.

AGRICULTURAL.

IRRIGATIONAL CANALS.

Dharwar.

Mudduck Tank.

Of the principal irrigational works in this Collectorate the most important is the Mudduck Tank, Sluice and Canal, on which an outlay of

Rs. 10,296 was incurred. Five miles of the south channel were expected to be ready for irrigation before the rains, but the works generally have been retarded, owing to the scarcity of material, labour, and funds. Mudduck Tank.

Sattara.

A lakh of rupees was sanctioned for this work, but only Rs. 49,748 were expended, on account of the grant being received late in the working season. Kristna Irrigation Canal.

The dam had been brought up to an average height of 5 feet, and the excavation of the channel was in progress for about 1¼ mile.

The Channel would be available for irrigation as far as 3½ miles during the coming monsoon, and with temporary measures the water may be led as far as 4½ miles. Rewarree Irrigational Channel.

Khandeish.

These works constitute the construction of a Bundara and Canals on either bank of the Girna River. Estimate Rs. 5,74,796; for which Rupees 1,50,000 were sanctioned for the year under report, and on which Rupees 1,07,391 only were spent, the sanction for the full allotment arriving very late in the season. These works, which are being carried on by contract, were commenced in November last, and ground of the left bank Canal has been broken for a length of 10 miles. The Bundara was completed, and the wing-walls nearly so. The foundations of two large Aqueducts have been commenced. Irrigational works on the Girna.

This scheme for constructing Canals on either bank from a Bundara at Koondana on the Panjur River has also been carried out under contract, the object of which was to have the Canal in the left bank finished in time to open it for the monsoon. Rs. 29,092 were expended during the year; appropriated Rs. 30,000. Panjur Irrigation Scheme.

Sind.

This experimental Canal was commenced during the year, and Rs. 82,212 expended in digging the first 12 miles. The Foolalee improvements have been proceeded with, the expenditure for the year amounting to Rs. 30,422. The supply of labour was insufficient to allow the Alliwah to be proceeded with, and the sum sanctioned for that work was accordingly transferred to the Foolalee. The Mitrow Canal has been extended from the 53rd to the 74th mile, and has been widened from the 29th to the 63rd mile. The Weir Sukkur and Shadadpoor Canal. Foolalee Canal. Alliwah Canal. Mitrow Canal.

Mitrow Canal.

across the Mukkee was completed in time for the last inundation. Eight bridges have been completed and seven are in progress. The expenditure for the year has amounted to Rs. 83,081. The revenue on the Canal has fallen off instead of having increased. This appears to be owing partly to the poverty of the farmers and their excessive anxiety to grow rice without making proper arrangements for regulating the water; also owing to the great poverty of the soil.

Thurr Canal.

This work to irrigate the plain between the Eastern Narra and Oomercote was commenced in February last. Owing to the difficulty of obtaining water for the workmen, it was necessary to restrict the work to a distance of three miles from the Narra. Rs. 6,253 were expended. The foundations of the Weir and of the Regulating Bridge have been commenced. The work will proceed rapidly as soon as water reaches the head work, and it is expected to take water to Oomercote by the end of the year.

Cuts in the bed of the Narra.

The work was much delayed owing to the natural flood of the last inundation, which drove away the men. The bed was not sufficiently dry to resume work until the end of the February. The actual expenditure during the year has been Rs. 24,923; allotment Rs. 62,000.

COMMUNICATIONS—METALLED ROADS.

Poona Collectorate.

Poona to Madras *viâ* Sattara, Kolapoor, Belgaum, Dharwar, and Hurrihur.

Katruz Ghaut.

The section of this trunk road within this Collectorate extends as far as Sheerwul *viâ* the Katruz Ghaut, a length of 26½ miles, the Ghaut portion being 3½ miles, including a tunnel about 900 feet in length. The heading of the tunnel has been pierced through, and about half of the bottom completed. A portion of the tunnel has been lined with masonry. The Ghaut cuttings have been nearly all complete, as also the masonry works of drains and culverts of the whole road; 19 miles have been completed, the remainder 7½ miles are in progress. The masonry works of culverts and drains are nearly finished. Appropriated Rs. 1,80,000; expended Rs. 2,39,999.

Sattara Collectorate.

Sheerwul to Sattara.

The length of the portion of the trunk road passing through the Sattara Collectorate is 97 miles, and may be divided into two sections—from Sheerwul to Sattara 37 miles, and from Sattara to the Warna River 59½ miles. With regard to the first section, the works of chief importance are the bridge over

Neera River.

the Neera River at Sheerwul of eleven 40-feet arches, which now carry the

roadway. On the Kamatkie Ghaut the roadway has been widened by 4 feet for 2½ miles, principally by blasting in rock; the whole is now guttered, kerbed, and moorumed throughout. Kamatkie Ghaut.

The total expenditure on this section of the road during the year was Rs. 2,31,418, and the lump sum appropriated was Rs. 2,57,850.

The most important work on the second section of this line of road is a bridge of seven 80-feet semi-circular arches over the Quoina River at Kurrar, with two land semi-circular arches of 40-feet. Expended on this section of the line of road Rs. 1,02,924; sanctioned Rs. 95,351. Sattara to Warna River. Bridge over Quoina River.

It is expected that by the end of June 1864 the communication between Sheerwul bridge and Sattara by this road (which is entirely new to the North of Sattara) and from Sattara as far as the Quoina River will be complete and unbroken.

Belgaum Collectorate and Kolapoor State.

Considerable progress has been made in the works on this trunk road, although in this Collectorate generally no small difficulty has been experienced in obtaining labour, even at enhanced rates, owing to the scarcity and high prices of provisions.

The improved lines of road over the Sootguttee and Neepanee Ghauts, and the two road deviations between Kagul and Kolapoor, together with several bridges and drains under 20 feet of waterway, which were in progress last year have been completed. Six bridges over large nullas were in progress and expected to be finished before the monsoon. Sootguttee and Neepanee Ghauts. Bridges.

This bridge, consisting of five arches of 45-feet span, would in all probability be brought up to the springing line before the monsoon sets in Expenditure during the year Rs. 24,138. Bridge over Doodgunga River.

Considerable difficulty has been experienced in laying the foundations for this bridge of seven arches of 45-feet span, but all the arching would be completed before the monsoon, and, if possible, a roadway over the bridge provided. Expended in 1863-64 Rs. 35,491. Bridge over the Yedgunga River.

This bridge, seven arches of 45-feet span, has been brought up to the springing line, and the amount expended during the year Rs. 16,661. A foot-bridge for the convenience of foot-passengers and light loads will be thrown across the abutments and piers during the monsoon. Bridge over Hurrunkasee River.

This bridge, seven arches of 45-feet span over the Gutpurba River at "Sootguttee," and mentioned in last year's report, has been nearly com- Bridge over Gutpurba River.

Bridge over Gutpurba River.

pleted, and will be opened for traffic before the monsoon. Rs. 14,754 have been expended on this bridge in the year.

Belgaum and Dharwar.

The work of raising and mooruming portions of the road between Belgaum and Dharwar has been commenced, and the greater portion of it will be completed before the monsoon. The expenditure in 1863-64 is Rs. 700.

The entire expenditure on this road in the Belgaum and Kolapoor charge is Rs. 1,29,712.

Dharwar Collectorate.

The trunk line from Poona leaves this Presidency and enters the Madras Presidency at Hurryhur.

Dharwar to Bunkapoor.

The road from Dharwar to Bunkapoor has been improved at a cost of about Rs. 16,600, by raising the road, by banking, and by mooruming; and

Bunkapoor to Madras Frontier.

the new road from Bunkapoor to the Madras frontier has made good progress during the year. Of the bridges under construction, the Sadlee bridge had been completed up to the springing, when the workpeople were transferred to the bridge over the Wurda River, the contractors having failed to work it. Three piers of the latter bridge are up to low-water level, the foundations of the fourth are being got in, leaving two more only to be filled in. Rs. 75,427 have been spent on this portion of the road, including bridges. The Budget allotment for the main line of road from Poona to the Madras frontier was Rs. 7,71,127, and the expenditure Rs. 7,96,335.

Sadlee Bridge.

Bridge over Wurda River.

Belgaum Collectorate.

Belgaum to the West Coast at Vingorla.

The new line of road from Belgaum *viâ* the Parpoolee Ghaut to Vingorla has made fair progress. From observations of the flood line during the last monsoon, it was deemed expedient to heighten the embankments in several places. The retaining-walls of the 40-feet flying arch had been completed,

Parpoolee Ghaut.

and thus the greatest obstacle on the whole Ghaut is overcome. A good deal of the rock-work still remains to be done; its completion had been delayed on account of rock of a very hard description presenting itself in several places. Nearly all the masonry works have been completed, and mooruming, metalling, and kerbing have been commenced.

Belgaum Approach.

The entire road-work to formation-level, including the raising of the embanked portions above referred to, had been almost completed, and the masonry works were in various states of progress.

Vingorla Approach.

The road-work up to formation level had been for the most part completed and the surfacing commenced, and the several bridges and culverts had been built and others were in progress.

Expenditure on the whole line of road during 1863-64, Rs. 2,18,518, allotment Rs. 2,50,000; total expenditure Rs. 4,67,757.

Dharwar Collectorate.

Bunkapoor to Karwar.

This road, which leaves the Poona and Madras trunk road at Bunkapoor, extends as far as Moodagode in this Collectorate, thence to Karwar *viâ* Yellapoor, the Kyga, and the Arbyle Ghauts.

Bunkapoor to Moodagode.

The road in this charge is moorumed, bridged, and drained throughout, and in length is 17 miles. Expenditure during the year Rs. 18,882. A similar amount was sanctioned.

Gudduck to Karwar *viâ* Annigherry, Hooblee, Yellapoor, Kyga, & Arbyle Ghauts.

The embanking and mooruming of the portion of the road between Gudduck and Annigherry is completed with the exception of the bridge approaches. The several bridges and drains are in progress. Rs. 44,849 were allotted and expended during the year.

Annigherry to Hooblee.

The length of this section of the road is 21 miles, and has made good progress during the year under review. Expenditure Rs. 36,012; allotment Rs. 27,943.

North Canara.

Approach road to Karwar *viâ* the Kyga and Arbyle Ghauts.

Kyga Ghaut.

On the road approaching Karwar from the Kyga Ghaut the sum of Rs. 1,25,669 has been expended. The measured distance from Karwar (Beitkul wharf) to the point of junction near Yellapoor is 52 miles and 212 yards.

Over 22 miles, viz. from Karwar to Mullapoor along the bank of the Kala Nuddee, there is no road as yet. From Mullapoor to the junction near Yellapoor the road is on an average 12 feet wide and passable for carts in the fair weather.

The European who contracted for the completion of the road from Mullapoor to the top of the Kyga Ghaut failed. The value of the work executed by him towards completing the road is about Rs. 60,000, but from the manner in which the contractor carried on the work, the Kyga approach to Karwar cannot be available for traffic for at least two years.

Arbyle Ghaut.

On the road approaching Karwar from the Arbyle Ghaut the sum of Rs. 2,56,605 has been spent. The distance from Karwar (Beitkul wharf) to the junction near Yellapoor is 54 miles and 418 yards. 18 miles of this

Arbyle Ghaut.

road have been newly made, embanked, surface moorumed, and metal prepared. About seven miles consist of hill-side cutting with a good deal of rock. On this section only one bridge and three drains remain to be built to render the communication for the first 30 miles out of Karwar uninterrupted.

The Arbyle approach to Karwar is open for carts, and quite capable of bearing all the traffic likely to fall on it during the next two seasons; meanwhile the worst portions are being rapidly improved, and the only two remaining obstacles in the shape of unbridged streams will not be felt during the next fair season nor exist after it.

Sattara Collectorate.

Road from Kurrar *viâ* Koombarlee Ghaut to Chiploon and Gowalcote.

On the portion of the road between Kurrar and the Ghaut progress has been made on the various works under construction, and the road is nearly completed to the western foot of the Ghaut.

Koombarlee Ghaut to Chiploon.

Little or nothing has been done on this part of the road since last report. The original sanction was found insufficient, and the work was stopped for want of funds. A revised estimate is, however, under preparation. The allotment for this entire length of road, including bridges, was Rs. 1,01,790, and the expenditure Rs. 1,01,338.

Sholapoor Collectorate.

Tramway from Barsee to Barsee Road Station on the G. I. P. Railway.

During the past year the whole of this road has been increased to a width of 24 feet for the road foundation. Drains under 20 feet of waterway have been completed, and the maximum gradient diminished to 1 in 100; a small portion of rock excavation alone remaining to be done. A contract had been accepted to moorum the whole road during the monsoon. Expenditure in 1863-64 Rs. 61,830; allotment Rs. 1,00,000.

Bridges.

The whole of the bridges (with the exception of two in progress) have been completed during the year at a cost of Rs. 56,154, Rs. 58,385 being allotted in the Budget.

Bridge over Seena River.

The most important work on the road, viz. a bridge of eleven 40-feet arches across the River Seena had made little progress from untoward circumstances.

Poona Collectorate.

Poona and Sholapoor Road.

Rs. 35,000 have been expended in completing the metalling of the Poona and Sholapoor road between Hurrupsur near Poona and Bheegwan,

about 60 miles in length, and the improvements on the portion of the Bombay and Poona road between Poona and Kirkee have progressed favourably. Poona and Kirkee Road.

Khandeish.

Rs. 15,344 only were expended on metalling portions of the Bombay and Agra road between Chandore and Bhoreghur. More money would have been well spent had the contractor who had undertaken the work kept faith. Bombay and Agra Road. Chandore and Bhoreghur.

Owing to the bad state of the Khandeish section of this line of road Rs. 50,000 were appropriated for improvements, but through the contractor failing to work Rs. 29,325 only were expended.

Mhow and Beora Divisions.

This section of the road (48 miles in length) has been undergoing many alterations and general improvements by raising the centre of the road, constructing side-gutters, and providing proper drainage surface, &c. Bhoreghur to Nerbudda River.

The progress of this bridge of 11 arches of 40-feet span was not satisfactory owing to its construction being undertaken by an European contractor, who has been unable to carry on his work on account of the impossibility of procuring skilled labour, and disinclination of masons to come into the Scindwah Jungles. Teekree Bridge.

This section of the line (38 miles in length) has for a greater portion of its length been entirely re-made. Two Ghauts have been provided with a layer of metal, and general improvements effected along the entire line. Expended Rs. 47,355; allotted Rs. 47,833. Nerbudda River to Mhow.

This bridge consists of 13 openings of 40-feet span, a rivetted embankment, and an additional arch of the same dimensions. The retaining-wall and foundations were in progress. Goojree Bridge.

A sum of Rs. 38,268 has been expended in re-making the road between these two stations, and about 31 miles of road embankment on this section have been completed from 18 feet to a width of 30 feet. One bridge of three arches of 30-feet span and two bridges of one arch of the same span have also been completed. Mhow to Indore. Indore to Dewas Boundary.

About 80 miles of road embankment have been increased in width from 18 to 30 feet, of which 40 miles have subsequently been reduced to 24 feet in width, and a side road for heavy traffic formed; moorum has been stacked ready for spreading. Several bridges on this portion of the line of road were progressing satisfactorily. Dewas Boundary to Beora.

Dewas Boundary to Beora.

The total expenditure during the year, exclusive of bridges, on the entire length of road was Rs. 4,44,552, and the Budget allotment Rupees 4,70,889.

Ahmednuggur Collectorate.

Poona and Ahmednuggur Road.

The metalling of the Poona and Ahmednuggur road has progressed satisfactorily, and the piers and abutments of the bridge over the Goar River have been brought up to an average height of 8 feet from the bed of the river; also metal had been spread and several drains constructed on the Ahmednuggur and Peyton road *viâ* Imampoor Ghaut.

Mhow Division.

New Ghaut Road, Simrole.

Various improvements have been made on portions of the road from Indore to Simrole Ghaut, and the road from Mhow to Simrole Ghaut which was finished and opened for traffic during the rains of 1863 is in excellent order; and this work which was commenced in July 1863 is sufficiently advanced to admit of its being opened to traffic during the rains of 1864, with the exception of the lesser ascent at Bhie. The vertical height ascended is nearly 1,500 feet, and no gradient exceeds 1 in 20. Expenditure during the year Rs. 70,805; appropriated Rs. 71,000,

Ahmedabad Collectorate.

Ahmedabad to Gogo.

Very great progress had been made during the year under review on this most important line of road. A sum of Rs. 4,00,000 was sanctioned, of which 1½ lakh were allotted from the Local Funds, and Rs. 4.24.778 were expended.

Dharwar Collectorate.

Road over Tinai Ghaut.

That portion of the road which lies in the British territory has been opened for traffic. A little more work is, however, required to finish up the road, the construction of which is of a temporary description. The Portuguese boundary has been settled, but a good deal remains to be done to the road in charge of the Goanese authorities, although it is just passable for carts. The whole road is expected to be completed before the end of the year 1864. Expended during the year on the portion under the British Government Rs. 31,996, including four bridges under construction; appropriated Rs. 40,000.

Khandeish Collectorate.

Great progress has been made on the several roads in these districts, the principal of which are the Malligaum and Munmar roads and Nargaum to Boorhanpoor road. On the former a sum of Rs. 95,421 had been expended, and metalling commenced; the latter road was opened for postal traffic in June 1863, and over a lakh of rupees had been expended on generally improving the road. Malligaum and Munmar Roads.

Northern Konkun.

Several roads were under construction, chiefly feeders to the two main lines of Railway which pass through these districts, and for the most part the money was provided from the Local Funds; also in this Collectorate several roads were in progress serving generally as feeders to the Bombay, Baroda, and Central India Railway. Surat and Broach.

UNMETALLED ROADS.

Of the roads under this head, many were in progress in all the different Collectorates in this Presidency, and their expenditure for construction was chiefly met by the Local Funds. Several bridges of minor importance were under construction in the various districts on the North Trunk Road between Hydrabad and Roree, which forms the main line of Military communication from Kurrachee to the Frontier of Sind. Rs. 52,098 had been expended in bridging canals, and the road would be completely bridged during the year 1864. Sind.

RIVER IMPROVEMENTS.

The attempt to improve the Navigation of the Indus at Sukkur has been carried on, the expenditure during the year amounting to Rs. 26,633. Government ordered the work to be stopped in the month of February, after which date operations were confined to what was required for bringing the work up to a regular face. Indus.

ELECTRIC TELEGRAPH.

An Office for the Indian Telegraph has been completed at Kurrachee at a cost of Rs. 32,135, of which Rs. 18,117 were expended during the past year. It is a large upper-storied building, containing quarters for the Deputy Superintendent, Assistant, Travelling Inspector, and Signallers, with out-houses and quarters for Peons and Servants. Kurrachee.

Meckran Coast.

Offices for the Meckran Telegraph line to India have been built at Gwadur and Sonmeanee on the Meckran Coast; others at Oomara and Pusnee are in progress, the first being nearly ready. Excellent quarters have been also provided at Gwadur for the Assistant Resident. The total expenditure on this work during the year amounts to Rs. 61,374.

PUBLIC WORKS—RAILWAY.

GREAT INDIAN PENINSULA RAILWAY.

Great Indian Peninsula Railway.

No addition was made to the open line during the year ending 30th April 1864. A portion of Contract No. 13, from Mulkapore to Sheagaum, which it was expected would be completed before the end of the season was not ready for traffic till the 4th June 1864, and the opening was postponed as little traffic was to be expected in the Rains, and a viaduct at Mulkapoor having failed, there was a break in the line. During the year therefore the length of open line was, as before, 555 miles, and of line under construction 559¾ miles.

2. The following new works were carried out on the open line:—

Konkan Division.

3. The Boree Bunder Station was improved, additional sidings laid, and cotton sheds erected.

4. A Gas Apparatus was laid on at the Byculla Station, 3rd class waiting sheds were erected at Tanna and upper storied dwelling-houses at Callian.

5. A new Passenger Station was nearly completed at Atgaum between Shapoor and Kussara.

6. The water supply was improved at Kurdee and Kussara, and a large goods shed nearly completed at the latter.

7. The expenditure from Capital was 2 lakhs of rupees.

South-East Deccan Division.

8. Improvements were effected at Khandalla and Lanowlee Stations, and a dwelling for guards and drivers was erected at Poona.

9. A new Station was opened at Dhond, and some cotton sheds constructed at Barsee Road and Sholapoor.

10. A prickly-pear hedge was planted along about 30 miles.

11. The expenditure from Capital was about one lakh.

Great Indian Peninsula Railway.

Bhore Ghaut Incline.

12. Additional retaining-walls were built, and the lining was carried throughout tunnel No. 15.

13. A second line of rails was laid between Kurjut and Padhisderree (the foot of the Incline), and several works completed at Kurjut for the accommodation of the through goods traffic, the Ghaut engines, &c.

14. At Padhisderree a Telegraph office was constructed, and a Telegraph office and catch siding was commenced at Wonee between Padhisderree and Thukoorwara on the Incline itself. Additional water supply was provided at the Reversing Station.

15. The total expenditure on new works on the Bhore Ghaut Incline during the year was Rs. 4½ lakhs nearly.

North-East Deccan Division.

16. A new Station was erected at Naidongree, intermediate between Nandgaum and Challisgaum.

17. Goods sheds were commenced at Egutpoora, Deolalee, Munmar, and Julgaum, and dwellings and minor works were constructed at these and other Stations.

18. A cactus hedge was planted along part of the line.

19. The expenditure on Capital account during the year on N. E. Deccan Division was about Rs. 3,72,000.

20. The progress on the portions of the line under construction will be described in the following order :—

Thull Ghaut Incline.
Contract 13, 14, Nagpore Branch.
Contract 15, 16, 17, Main line.

Thull Ghaut Incline.

21. The cuttings were all finished before the close of 1863, and the banks were almost finished by the end of April 1864.

22. The tunnels were all taken out, and the masonry lining completed, and the viaducts, bridges, and culverts were finished, excepting a few of the parapet-walls.

23. The iron girders were fixed at the Ehegaum viaduct, and the timbers were being put on.

Great Indian Peninsula Railway.

24. The permanent-way was laid throughout, except for about three-quarters of a mile near Ehegaum and for a short distance at the ends of the contract. The ballasting was not quite completed.

25. About 7,000 men were employed on this contract on the average during the season, and the contractor expected to finish the work about the 1st December 1864. The value of the work executed during the year was a little over 10 lakhs.

Nagpore Branch.

26. *Contract No.* 13.—An outbreak of cholera throughout the contract delayed the works materially, but nearly all the masonry in viaducts, bridges, and culverts was completed by the end of the season.

27. The iron girders were fixed at the Mund viaduct, and the timber superstructure was in progress at the close of the season.

28. The progress in laying permanent-way was not satisfactory, owing to the supply of material to the contractors being irregular.

29. The average number of men employed on the contract was 3,200,—a very small number considering the length of unopen line was 105 miles.

30. The value of work done during the season was only 8 lakhs of rupees.

31. *Contract No.* 14.—About 95 per-cent of the earthwork in embankment was completed by the close of the season, 45 per-cent of the ballast, 65 per-cent of the viaducts, and 50 per-cent of the bridges and culverts.

32. No permanent-way was laid owing to the non-supply of materials.

33. Some of the Stations were commenced, and good progress were made at Bhoree and Chandore. The average number of men employed on the 108 miles of this contract was 3,148. Cholera was very bad in places.

34. The value of work done was only about 5½ lakhs of rupees.

Main Line Bhosawul to Jubbulpore.

35. *Contract No.* 15.—About 80 per-cent of the earthwork was completed by the end of the season, 75 per-cent of the masonry in viaducts and bridges, and 61 per-cent in culverts; 32 per-cent of the ballast was spread, and 25½ miles of permanent-way were laid.

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36. In the Taptee viaduct about 90 per-cent of the masonry was done, and the iron work was brought on the ground. The arches on the west end of the viaduct were turned. The progress on this viaduct has been slow on the whole.

37. Several of the stations were well advanced.

38. The average number of men on the contract, the length of which is 136½ miles, was 8,652, which is a fair number considering that the country is a wild jungle for 75 miles, and most unhealthy after the rains.

39. The value of work done was about 12½ lakhs.

40. *Contract No.* 16.—About 90 per-cent of the embankment and 85 per-cent of the cuttings were done at the close of the year; 48 per-cent of the masonry, 30 per-cent of the ballasting, and about 10 miles of permanent-way were laid.

41. The progress of the Towa viaduct was satisfactory; but the Gingal viaduct was in a very backward state.

42. The headings of the Bagra tunnel were driven through, and about 40 yards of the tunnel for the double line completed.

43. The average number of workpeople employed during the year was 10,390, the length of this contract being 82 miles.

44. The value of work done was about 8 lakhs.

45. *Contract No.* 17.—The progress on this contract during the year was not satisfactory. The earthwork was almost completed at the close of the season, and about 40 miles of ballast had been spread. The masonry bridges were in hand, but no great progress was made. The average number of workpeople was only 4,484 on the 118½ miles, and the value of work done about 7 lakhs of rupees.

46. The contractors complain of the rates allowed being unremunerative.

47. Both on this contract and on No. 16 the supply of permanent-way material was very much below what it should have been, the Company not being able to obtain carriage, and their carriage contractor having entirely failed to carry out his agreement. This will delay the works considerably.

48. The site of the Jubbulpore Station was not selected at the close of the season, but has since been fixed upon.

Workshops Bhosawal Junction.

49. These were completed, and were ready to receive the machinery. The total expenditure on them during the year was over one lakh of rupees.

Proposed extensions of Line.

50. Some improvements were made on the line surveyed between Sholapoor and Hydrabad, and all but 55 miles of the line was staked out. It was finally decided to carry the line to Raichore instead of Hydrabad. Seventy miles of the line staked out, viz. from Sholapoor to Koolburga, came into the new line and were available for the first contract.

ELECTRIC TELEGRAPH.

51. A second line of wire was stretched from Callian to Egutpoora on the N. E. branch, and 106 miles added on the Nagpore branch from Budnaira to Nagpore.

52. The total length of telegraph in operation was 869½ miles at the close of the season.

53. Thirty-four miles of single line were erected on the main line north of Bhosawul, and greater progress would have been made but for the difficulty of procuring carriage for the materials.

54. The total expenditure on Capital account for new works on open line and on line under construction, was Rs. 1,12,12,799, including salaries of Engineers.

Open Line.

55. This comprises the

	Miles.
Konkun Division	114
Bhore Ghaut Incline	13½
S. E. Deccan Division	205¼
N. E. Deccan Division	190¾
Nagpore Branch	31½
Total	555

56. On the Konkun Division the expenditure for maintenance was about 2½ lakhs, stores included.

57. In the monsoon of 1863 the slips on the heavy embankments across the Goolburn ravine gave much trouble, and a heavy fall of rain on

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the 26th and the 27th June washed away some of the embankment between Titwalla and Wassind, and a serious accident, attended with loss of life, was the consequence; in other respects the line was maintained in good order throughout the year.

South-East Deccan Division.

58. The expenditure on maintenance during the year was 2½ lakhs of rupees, stores included.

59. A bridge of 5-20 feet arches was washed away between Ooroolee and Kheirgaum in July 1863; but with this exception the line was maintained in good order and without interruption to traffic.

Bhore-Ghaut Incline.

60. The settlement in Nos. 5 and 8 embankments, and a slip of 9,000 yards in the former, were made good after the monsoon of 1863, and a large number of boulders and a quantity of soil had to be removed from the cuttings. The contractors maintained the line till the 31st March 1864, when it was taken over finally by the Company. It was maintained by the Company till the close of the season at a cost of Rs. 11,000.

North-East Deccan Division.

61. The maintenance of the last section of contract No. 12, from Challisgaum to Bhosawul, was handed over to the Company by the contractor in September 1863. This and the rest of the line were maintained in good condition. The total cost of maintenance, including stores, was about Rs. 2,32,000.

Nagpore Branch.

62. This was maintained during the year by the contractors, and only handed over to the Company on the 1st May 1864.

63. The maintenance of the Electric Telegraph cost about Rs. 19,000 for the whole line.

64. The whole cost of maintenance of open line chargeable to Revenue has been Rs. 7,71,858, or Rs. 1,422 per mile.

65. To sum up the foregoing remarks, the progress on the line under construction generally was not what was expected, except at the Thull

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Ghaut Incline, and there appears no chance of any further opening on the main line from Bhosawul towards Jubbulpore, or on the Nagpore Branch beyond Sheagaum until after the monsoon of 1865. Various causes contributed to the delay, among which the unhealthiness of the season, the failure of the contractor to carry up permanent-way material to Hurdah and Nagpore, and the inability of the Traffic Department to supply it in sufficient quantity for the Nagpore Branch, are the most prominent.

66. The sums expended in India and England were up to the 1st May 1864 as follows:—

	Rs.
Expended in England, at 1*s.* 10*d.* the rupee	4,33,13,912
Ditto in India	7,65,87,611
Total.... Rs.	11,99,01,523

67. The total sum raised in India and in England up to the same date,

In England	10,31,61,174
In India.....	40,22,087
Total... Rs.	10,71,83,261

68. * The net earnings in the year 1863 were Rs. 15,65,252 or £143,481. This gives £2-4-3 on the Capital cost, which is estimated to have been Rs. 7,07,29,343 or £6,483,523.

69. The gross earnings were Rs. 48,24,152, of which Rs. 18,26,040 were earned by passengers, and Rs. 29,98,112 by goods traffic. Besides these two items there was a small sum realised by the rent of property. Of the amount realised by the carriage of goods, Rs. 3,32,970 were for the conveyance of Railway materials.

70. The following were the rates at which passengers were carried, and the number of passengers who travelled of each class:—

	No.	Rate per Mile. Single. Rs. a. p.	Double. Rs. a. p.	Amount. Rs.
1st Class ..	30,627 ..	0 1 0 ..	0 0 9 ..	90,204
2nd „ ..	2,013,650 ..	0 0 6 ..	0 0 4½ ..	1,54,712
3rd „ ..	3,034,187 ..	0 0 2 ..	.... ..	12,95,597

* *N.B.*—The figures are for the whole not the half year.

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71. The proportion of working expenses compared with the receipts was very high, being 67·55 per-cent. This is less satisfactory than the working results of the previous year, when the expenses amounted to 61·73 per-cent of the receipts.

72. The falling off in percentage is due to the increased charge to Capital account for new works on open line, and partly to an increase of about 6 per-cent in working expenses. The actual net Revenue for 1863 exceeds that of the year 1862 by £20,861.

73. It must not be forgotten at the same time that the stations are for the most part incomplete in many important particulars. Greater conveniences are required for passengers, especially for the 3rd class, who contribute nearly four-fifths of the receipts from passenger traffic, and whose reasonable wants have been much neglected hitherto. Better protection is needed for goods at most stations, and extended sidings and platforms. These works will swell the capital cost of the Railway; while as the distant portions of the line are pushed on to completion the traffic returns will no longer show large sums as earned by the carriage of Railway materials, and the cost of maintenance will be debited in full to Revenue.

74. A summary of the traffic receipts for each week from 1st May 1863 to 30th April 1864 is appended, marked A, also an abstract of Receipts and Expenditure for the years 1862 and 1863, marked B, from which the transactions of the two years can be compared. It will be observed that the general charges in 1863 were more than treble those of 1862, or out of all proportion to the extra work done.

75. This is in a great measure due to heavy losses by fire, and the numerous claims for compensation for lost or damaged goods. These points demand the most careful attention of the Railway authorities.

76. A return of Rolling Stock, as the same stood on the 30th April 1864, is appended, marked C; 19 engines and 332 vehicles of sorts, mostly goods waggons, were added to the stock during the year.

APPENDIX A.

SUMMARY of WEEKLY TRAFFIC STATEMENTS *of the* GREAT INDIAN PENINSULA RAILWAY, *commencing 27th April* 1863 *and ending 30th April* 1864, *comprising* 52 *weeks.*

WEEKS.				Miles open.	Coaching.			Merchandize.			TOTAL.		
					Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
For the Week ending	3rd	May	1863..	495¼	31,559	14	11	66,726	8	1	98,286	7	0
Do.	10th	„	„ ..	„	31,704	9	4	72,853	3	3	1,04,557	12	7
Do.	17th	„	„ ..	„	31,318	7	2	69,513	6	9	1,00,831	13	11
Do.	24th	„	„ ..	553	38,945	14	8	82,802	0	2	1,21,747	14	10
Do.	31st	„	„ ..	„	34,193	15	11	90,026	12	0	1,24,220	11	11
Do.	7th	June	„ ..	„	37,975	14	7	75,702	14	5	1,13,678	13	0
Do.	14th	„	„ ..	„	37,263	6	4	71,926	0	10	1,09,189	7	2
Do.	21st	„	„ ..	„	35,258	4	3	35,760	15	9	71,019	4	0
Do.	28th	„	„ ..	„	35,618	2	1	14,170	8	11	49,788	11	0
Do.	5th	July	„ ..	„	35,901	9	10	28,332	14	1	64,234	7	11
Do.	12th	„	„ ..	„	29,241	2	6	25,843	6	3	55,084	8	9
Do.	19th	„	„ ..	„	28,335	8	9	21,224	8	9	49,560	1	6
Do.	26th	„	„ ..	„	28,161	10	6	24,309	15	8	52,471	10	2
Do.	2nd	August	„ ..	„	26,887	14	7	21,922	7	5	48,810	6	0
Do.	9th	„	„ ..	„	30,785	8	3	22,321	3	0	53,106	11	3
Do.	16th	„	„ ..	„	27,728	3	6	20,139	9	0	47,867	12	6
Do.	23rd	„	„ ..	„	27,380	3	9	20,116	3	1	47,496	6	10
Do.	30th	„	„ ..	„	31,994	15	0	24,761	7	0	56,756	6	0
Do.	6th	September	„ ..	„	33,193	2	10	26,625	5	0	59,818	7	10
Do.	13th	„	„ ..	„	30,085	8	11	24,511	9	1	54,597	2	0
Do.	20th	„	„ ..	„	32,584	4	0	25,476	12	3	58,061	0	3
Do.	27th	„	„ ..	„	38,976	3	2	25,926	1	6	64,902	4	8
Do.	4th	October	„ ..	„	37,361	9	6	41,974	11	4	79,336	4	10
Do.	11th	„	„ ..	„	42,851	5	1	54,547	8	7	97,398	13	8
Do.	18th	„	„ ..	„	36,423	15	11	52,530	12	2	88,954	12	1
Do.	25th	„	„ ..	„	36,082	10	11	61,356	11	1	97,439	6	0
Do.	1st	November	„ ..	„	39,573	0	7	62,435	6	11	1,02,008	7	6
Do.	8th	„	„ ..	„	42,672	4	4	60,045	12	0	1,02,718	0	4
Do.	15th	„	„ ..	„	34,277	9	6	71,052	2	0	1,05,329	11	6
Do.	22nd	„	„ ..	„	51,344	7	8	76,811	1	6	1,28,155	9	2
Do.	29th	„	„ ..	„	46,572	12	10	91,031	6	3	1,37,604	3	1
Do.	6th	December	„ ..	„	47,316	6	9	91,871	4	6	1,39,187	11	3
Do.	13th	„	„ ..	„	50,183	0	2	89,862	3	8	1,40,045	3	10
Do.	20th	„	„ ..	„	42,550	2	9	82,540	5	1	1,25,090	7	10
Do.	27th	„	„ ..	„	38,932	13	9	82,134	3	5	1,21,067	1	2
Do.	3rd	January	1864..	„	45,527	11	10	82,569	3	10	1,28,096	15	8
Do.	10th	„	„ ..	„	40,804	3	4	90,886	4	9	1,31,690	8	1
Do.	17th	„	„ ..	„	41,049	15	4	84,541	3	2	1,25,591	2	6
Do.	24th	„	„ ..	„	43,151	14	3	1,03,026	4	9	1,46,178	3	0
Do.	31st	„	„ ..	„	42,009	6	6	1,12,422	14	5	1,54,432	4	11

APPENDIX A.—(*continued.*)

Weeks.	Miles open.	Coaching.			Merchandize.			Total.		
		Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
For the Week ending 7th February 1864..	553	47,611	3	10	1,24,673	4	11	1,72,284	8	9
Do. 14th „ „ ..	„	45,498	1	4	1,08,927	12	2	1,54,425	13	6
Do. 21st „ „ ..	„	42,984	6	1	1,08,543	13	7	1,51,528	3	8
Do. 28th „ „ ..	„	37,102	5	8	1,11,077	11	3	1,48,180	0	11
Do. 6th March „ ..	„	38,906	8	6	1,06,783	11	3	1,45,690	3	9
Do. 13th „ „ ..	„	38,653	8	9	1,07,601	14	11	1,46,255	7	8
Do. 20th „ „ ..	„	47,249	7	9	1,20,126	1	6	1,67,375	9	3
Do. 27th „ „ ..	„	41,114	15	4	80,851	8	11	1,21,966	8	3
Do. 3rd April „ ..	„	45,559	4	3	1,00,653	15	7	1,46,213	3	10
Do. 10th „ „ ..	„	40,753	5	8	93,000	13	1	1,33,754	2	9
Do. 17th „ „ ..	„	47,355	1	9	1,13,815	15	1	1,61,171	0	10
Do. 24th „ „ ..	„	51,947	2	5	1,08,187	8	8	1,60,134	11	1
(Estimate).										
Do. 30th „ „ ..	„	38,193	11	6	1,05,753	2	1	1,43,946	13	7

APPENDIX B.

ABSTRACT of RECEIPTS *and* EXPENDITURE *of the* G. I. P. RAILWAY COMPANY *for* 1862 *and* 1863.

		PASSENGERS.									
		NUMBERS.				RECEIPTS.					
		1st Class.	2nd Class.	3rd Class.	4th Class.	1st Class.	2nd Class.	3rd Class.	4th Class.	Miscellaneous.	TOTAL.
		No.	No.	No.	No.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.
1862	451	24,817	147,576	2,499,054	....	69,640	1,34,050	10,37,927	....	2,10,261	14,51,882
1863	531	30,627	201,365	3,034,187	....	90,204	1,54,712	12,95,597	....	2,85,522	18,26,040

	GOODS.						Total Receipts, Passengers and Goods.	MILES RUN.		
	WEIGHTS.		RECEIPTS.							
	Railway Materials.	Merchandize.	Railway Materials.	Merchandize.	Miscellaneous.	TOTAL.		Passengers.	Goods.	TOTAL.
	Tons.	Tons.	Rs.	Rs.	Rs.	Rs.	Rs.	Miles.	Miles.	Miles.
1862	78,005	250,222	3,39,812	16,28,877	13,293	19,81,982	34,95,589	425,571	538,875	964,446
1863	93,223	388,070	3,32,970	26,59,730	5,411	29,98,112	48,24,152	585,021	669,779	1,254,800

	EXPENDITURE.						Percentage of Expenditure on Gross Receipts.	Gross Cost of Open Line.	Net Revenue.		Equivalent to per Cent. per Annum.
	Locomotive Charges.	Coaching Charges.	Merchandize Charges.	Maintenance Charges.	General Charges.	Total.					
	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	Rs.	£.	Rs.	£	£ s. d.
1862....	9,76,873	1,94,165	3,50,625	4,28,065	2,08,178	21,57,911	61·73	4,241,891	13,37,677	122,620	2 17 13
1863....	12,33,892	2,14,106	4,57,435	6,11,178	7,42,287	32,58,898	67·55	6,483,523	15,65,252	143,481	2 4 0

APPENDIX C.

RETURN of ROLLING STOCK *of the* G. I. P. RAILWAY *on* 30*th April* 1864.

		COACHING.									MERCHANDIZE.								TOTAL.	
		CARRIAGE.									WAGGONS.									
	Engines.	Saloon.	1st Class.	2nd Class.	3rd Class.	4th Class.	Composite.	Carriage Trucks.	Break Vans.	Horse Boxes.	High Sided.	Low Sided.	Coke.	Covered Goods.	Cattle Trucks.	Break Vans.	Rail Trucks.	Ballast Waggons.	Engines.	Vehicles.
Concan and South-Eastern Division.....	77	1	28	35	121	14	12	24	89	29	359	1,137	10	313	59	27	171	160	77	2,582
North-Eastern Division.....	27	..	4	6	46	..	5	2	31	9	28	596	..	35	11	..	5	..	27	778
Total	104	1	32	41	167	14	17	26	120	38	387	1,733	10	348	70	27	176	160	104	3,360

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Bombay, Baroda, and Central India Railway.

During the official year 1863-64 no additions have been made to the Open Line, 185¼ miles in length, having Bulsar and Ahmedabad for its termini.

2. The works of the Southern Division, 125 miles, extending from Bulsar to Grant Road, Bombay, have been pushed on towards completion, and through communication was established between Bombay and Ahmedabad in January 1864, when His Excellency the Governor passed up the line. This communication has been kept up, but the stations and other works on the line were not sufficiently advanced to admit of the line being opened to traffic by the end of the official year.

3. The iron bridges have all been completed, and spans have been added, as at the Wakee River, where the abutments had failed.

4. The permanent-way along the unopen line is generally in fair order, although the ballasting is incomplete.

5. The level-crossings are generally left in a most incomplete state, nor does it appear that any improvements on their present condition have been contemplated by the Company.

6. The fencing is in progress, and similar to that of the open line, which has already been proved to be most inefficient and uneconomical.

7. The Station houses are in various stages of progress, and much still remains to be done in providing accommodation for passengers and traffic, water supply, sidings, &c. &c. ere the line can be pronounced to be in efficient working condition.

8. The line from Grant Road to Colaba has been finally determined, and arrangements have been made with a Company for the immediate reclamation of the portion of the Back Bay required for the Railway and its Terminus at Colaba.

9. The land between Back Bay and Grant Road is under purchase, but as it is covered with houses and cut up into small properties, the owners of which refer each case for arbitration, and call for surveys, &c., great delay has been experienced. The land has proved to be most expensive.

Bombay, Baroda, and Central India Railway.

Rs. 1,28,920 have already been paid, and the amount required to complete the purchase is estimated at Rs. 10,00,000.

10. Additional land must be taken up at Grant Road for the Temporary Station, which in all probability will be required for at least five years; but this matter has been placed in abeyance till such designs as can be approved of are furnished by the Railway Company for the requisite Station.

11. The Company were informed in August last that the land for the Permanent Station at Colaba would be handed over to them for the construction of their buildings, on the receipt of suitable plans, none of which, however, have been received by this Office.

12. The Open Line from Bulsar to Ahmedabad is, as last year, far from complete. In many places not only ballast is wanting, but the embankments have sunk slightly, and require to be raised to the proper level.

13. A schedule of works in progress and of works required, including additional goods accommodation, porters' and gatekeepers' lodges, sidings, &c. &c., has been forwarded to Government. To those in progress little or nothing has been done, except at Ahmedabad. The Stations still consist, with the exception of that at Nowsarie, of wattle and dab. Few or no sidings have been added, and the level-crossings are incomplete, and the porters' and gatekeepers' lodges have not been altered.

14. The line has been maintained, and the permanent-way is in good order.

15. The fencing has been kept up in a most unsatisfactory manner, and requires renewal every two or three years, from the inferior quality of the materials of which it was originally constructed. Between Surat and Broach it has been renewed within the last eighteen months, and is already in a dilapidated condition: cattle stray every where along the line, thus rendering travelling unsafe.

16. The Keem Station has given way at the foundations, and requires reconstruction. The Passenger Station at Ahmedabad has been completed, and is a commodious building, and affords excellent accommodation for 3rd class passengers.

Bombay, Baroda, and Central India Railway.

Broach Station is undergoing improvement by the addition of verandahs and a covered way over the permanent way.

Baroda Station still remains as before; plans have been forwarded, the site fixed upon, and measures have been taken to make use of the foundations formerly constructed.

17. Futher grants of land have been applied for for general accommodation for travellers, goods, &c. at all the Stations on the line, and Dhurmsallas for the accommodation of Natives have been, or are being, erected at the most important Stations by eminent and public spirited Native gentlemen.

18. At the Nerbudda the up-stream strut-piles are in course of erection.

At the Mhye the restriction which was placed on the speed of the trains has been removed.

Many of the smaller bridges which were found defective have been renewed.

19. The work executed during the year has not fulfilled the expectations of the previous year, when it was imagined that the line would be opened to through traffic between Bombay and Ahmedabad in May last.

185¼ miles are only open, and in all probability December will have gone by before the hopes then held out will be realised.

20. The Indian expenditure on Capital Account during the past year has been Rs. 61,01,269-9-1. Since the commencement up to 1st May 1864 £2,913,386 have been spent in India (reduced by the Railway rate of exchange) and £1,970,123 in England. Payments in shares have only amounted to £4,684,353, Government having advanced the remainder, or £199,156.

21. The cost of the B. B. and C. I. Railway has thus, up to the present time, amounted to £4,883,509, although many expensive works are still required on the open line, and 124¾ miles are still unopen to the public.

22. In the Traffic Department, though improvement has been made, yet much remains to be done.

23. The trains average 23·72 carriages, and carry 120½ tons, which is less than on other Railways, though the gradients are easy. The rate of

Bombay, Baroda, and Central India Railway.

running is slow, barely 12 miles an hour, but from long stoppages at stations for shunting, and from minor causes, which good management would have obviated, the trains were seldom punctual, and frequently did not arrive at the terminus till long after the advertised hours.

24. The mixed trains, consisting of passengers and goods, have been discontinued, as the life of a passenger was lost, and the lives of several others endangered, from the inflammable materials carried in the mixed trains catching fire from the sparks of the engine.

25. The following are details of the passenger and goods traffic during the official year 1863-64 :—

Miles open.	PASSENGERS.				
	Weeks during which open.	Weekly Average.			
		No. of Passengers.	Gross Receipts.	No. of Passengers per Mile.	Receipts per Mile.
			Rs.		Rs.
Bulsar to Ahmedabad, 185¼ miles..	52	17,747·5	17,094·65	95·8	92·27

Miles open.	GOODS (omitting Railway Materials).				
	Weeks during which open.	Average, Weekly.			
		Quantity of Goods.	Gross Receipts.	Quantity of Goods per Mile.	Receipts per Mile.
			Rs.		Rs.
Bulsar to Ahmedabad, 185¼ miles..	52	55,624·6	12,070·5	300·26	65·15

26. The line, during fifteen weeks of 1862-63, was open for the length of 185¼ miles, and the following Table shows the details of the passenger and goods traffic for that time, in comparison with the details of the traffic for the corresponding fifteen weeks of the year 1863-64, being, I consider, a fairer comparison, as the average for the whole 52 weeks has been somewhat reduced on account of the lesser traffic during the monsoon months.

Years.	Miles open.	PASSENGERS.				
		Weeks during which open.	Weekly Average.			
			No. of Passengers.	Gross Receipts.	No. of Passengers per Mile.	Receipts per Mile.
				Rs.		Rs.
1862-63 ..	Bulsar to Ahmedabad, 185¼ miles	15	15,789	17,193	85	92·9
1863-64 ..	Bulsar to Ahmedabad, 185¼ miles	15	20,034·7	20,161·9	108·15	108·8

Years.	Miles open.	GOODS (omitting Railway Materials).				
		Weeks during which open.	Average Weekly.			
			Quantity of Goods.	Gross Receipts.	Quantity of Goods per Mile.	Receipts per Mile.
				Rs.		Rs.
1862-63....	Bulsar to Ahmedabad, 185¼ miles	15	38,655·8	8,793	208·67	45·3
1863-64....	Bulsar to Ahmedabad, 185¼ miles	15	60,495·4	13,539·8	326·56	73·08

27. The 3rd class receipts, composing within a fraction of 98 per-cent of the coaching receipts, have increased in the weekly average almost 27 per-cent on the previous year.

28. The traffic in goods has increased largely, the weekly quantity carried per mile having risen from 208·67 maunds to 326·56 maunds, or 56·5 per-cent, and the weekly receipts from Rs. 45·30 to Rs. 73·08, or 61·32 per-cent per mile. (Appendix D.)

The proportion of the quantity of goods carried in the three consecutive years being approximately as $1 : 2\frac{1}{2} : \frac{3}{4}$.

29. In the calendar year 1863—

Receipts amounted to Rs. 13,73,292 1 4

Expenditure do. 5,65,510 12 8, or 41·18 per-cent.

Net Revenue.. 8,07,781 4 8, or 58-82 per-cent.

Bombay, Baroda, and Central India Railway.

And the net Returns on Capital expended were—

For half year ending 30th June 1863...£3 15 5
Do. do. 31st Dec. 1863...£2 10 0 } per annum.

The average cost of the open line per mile, as calculated, being-

	£	s.	d.
Works and Materials.....	13,384	0	5
Rolling Stock and Machinery.	1,345	18	2
	£14,729	18	7

an amount which at the end of the official year, if the whole line is then open, will rise probably to about £18,000 per mile.

30. The increase in goods traffic is favourable, and when the line, which now terminates at Bulsar, is extended to Bombay, the increase, it may be presumed, will be still more satisfactory.

31. A return of Rolling Stock (Appendix E) has been appended, from which it will be noticed that 685 vehicles of all kinds have been added during the year, 583 of which have been waggons, thus making up in a great measure for the inconvenience felt in the previous year.

32. Roads are being pushed on to most of the stations by the Revenue Commissioner N. D. Dhurumsallas are being erected by different public spirited individuals at Baroda, Surat, Nowsarie, and other stations.

APPENDIX D.

STATEMENT of TRAFFIC RECEIPTS *showing the length of Miles opened, the number of Passengers and quantity of Goods conveyed, and the amount of Receipts during the official year* 1863-64.

FOR THE WEEKS ENDING	Length open. Stations.	Length open. Miles.	COACHING. Number of Passengers.	COACHING. Amount of Receipts.	MERCHANDIZE. Quantity of Goods.	MERCHANDIZE. Amount of Receipts.	TOTAL RECEIPTS.
			No.	Rs. a. p.	Maunds. S.	Rs. a. p.	Rs. a. p.
10th May 1863....	24	185¼	17,653	16,306 1 7	73,164 33	16,051 2 1	32,357 3 8
17th „ „	„	„	18,224	19,017 0 8	84,074 7	19,279 12 2	38,298 12 10
24th „ „	„	„	16,619	17,892 13 0	74,923 33	16,443 1 2	34,335 14 2
31st „ „	„	„	16,456	15,449 6 2	64,094 17	14,742 13 6	30,192 3 8
7th June „	„	„	17,109	16,153 2 2	67,605 18	13,437 2 8	29,590 4 10
14th „ „	„	„	15,719	15,144 12 3	41,028 31	7,860 12 0	23,005 8 3
21st „ „	„	„	15,064	13,515 1 6	37,782 9	7,657 14 9	21,173 0 3
28th „ „	„	„	13,668	10,759 1 1	22,237 12	3,663 13 4	14,422 14 5
5th July „	„	„	15,524	12,522 13 11	30,340 21	5,659 7 1	18,182 5 0
12th „ „	„	„	14,454	12,124 8 1	39,695 35	6,033 11 7	18,158 3 8
19th „ „	„	„	13,669	11,240 0 2	39,180 17	3,987 1 0	15,227 1 2
26th „ „	„	„	14,982	12,785 14 8	27,048 14	4,790 7 5	17,576 6 1
2nd August „	„	„	14,844	11,645 1 11	28,454 24	4,267 14 2	15,913 0 1
9th „ „	„	„	14,791	11,162 12 3	28,352 8	4,213 2 6	15,375 14 9
16th „ „	„	„	13,409	10,455 0 3	30,001 16	4,975 10 1	15,430 10 6
23rd „ „	„	„	14,357	11,899 15 8	38,245 11	6,231 2 1	18,131 1 9
30th „ „	„	„	14,466	12,147 8 2	41,340 11	7,078 6 11	19,225 15 1
6th September „	„	„	15,158	12,408 0 4	41,458 28	7,429 0 5	19,837 0 9
13th „ „	„	„	15,947	13,977 6 5	39,288 30	8,513 6 9	22,490 13 2
20th „ „	„	„	16,336	13,886 1 1	43,639 18	9,018 5 10	22,904 6 11
27th „ „	„	„	17,076	15,276 3 9	52,000 22	12,047 10 6	27,323 14 3
4th October „	„	„	16,927	15,165 14 3	53,607 35	11,742 14 1	26,908 12 4
11th „ „	„	„	14,897	13,549 1 2	54,307 12	11,757 14 8	25,306 15 10
18th „ „	„	„	15,358	14,362 0 6	59,281 1	13,928 2 0	28,290 2 6
25th „ „	„	„	21,971	21,997 0 7	59,716 23	13,228 14 2	35,225 14 9
1st November „	„	„	19,241	18,996 10 1	59,808 3	14,265 1 8	33,261 11 9
8th „ „	„	„	18,829	18,021 11 1	63,083 25	14,241 8 0	32,863 3 1
15th „ „	„	„	13,210	12,549 13 11	42,396 32	9,610 0 3	22,159 14 2
22nd „ „	„	„	22,316	20,122 7 10	68,584 19	17,213 12 2	37,336 4 0
29th „ „	„	„	25,596	22,804 2 0	64,773 35	15,517 11 0	38,321 13 0
6th December „	„	„	21,014	21,627 12 10	68,691 32	14,950 11 0	36,578 7 10
13th „ „	„	„	18,831	18,712 6 0	79,545 17	16,051 15 1	34,764 5 1
20th „ „	„	„	18,361	20,656 4 4	69,808 21	14,858 7 4	35,514 11 8
27th „ „	„	„	18,489	18,697 11 4	67,169 27	15,027 8 0	33,725 3 4
3rd January 1864....	„	„	17,905	18,666 10 8	69,613 12	14,780 12 0	33,447 6 8
10th „ „	„	„	16,851	17,109 7 7	86,688 22	17,325 7 3	34,434 14 10
17th „ „	„	„	17,028	16,743 3 8	74,015 9	16,511 1 11	33,254 5 7
24th „ „	„	„	18,722	23,268 5 11	73,163 14	14,950 4 6	38,218 10 5
31st „ „	„	„	19,254	24,061 12 4	63,330 13	13,602 3 10	37,664 0 2

APPENDIX D.—(*continued*).

For the Weeks Ending	Length open.		Coaching.				Merchandize.				Total Receipts.		
	Stations.	Miles.	Number of Passengers.	Amount of Receipts.			Quantity of Goods.		Amount of Receipts.				
			No.	Rs.	a.	p.	Maunds.	S.	Rs.	a. p.	Rs.	a.	p.
7th February 1864....	24	185¼	22,562	25,976	5	4	66,238	10	15,896	3 10	41,872	9	2
14th „ „	„	„	20,831	21,306	5	5	57,607	38	14,148	15 10	35,455	5	3
21st „ „	„	„	20,357	20,559	0	8	71,049	36	14,975	6 11	35,534	7	7
28th „ „	„	„	19,465	21,546	0	11	62,098	22	14,039	13 8	35,585	14	7
6th March „	„	„	17,273	15,967	3	10	53,934	28	11,082	9 10	27,049	13	8
13th „ „	„	„	17,130	15,840	11	11	56,742	24	11,297	2 6	27,137	14	5
20th „ „	„	„	19,958	17,264	0	10	74,554	5	15,889	14 9	33,153	15	7
27th „ „	„	„	17,093	15,408	4	11	40,843	21	9,897	6 6	25,305	11	5
3rd April „	„	„	18,301	17,750	8	8	48,584	5	11,160	5 6	28,910	14	2
10th „ „	„	„	18,636	18,490	8	11	56,042	24	13,492	12 8	31,983	5	7
17th „ „	„	„	22,045	21,112	1	2	58,179	19	12,842	7 9	33,954	8	11
24th „ „	„	„	27,628	23,602	10	9	52,730	17	13,885	12 10	37,488	7	3
1st May „	„	„	21,262	20,274	14	7	72,331	8	15,935	9 10	36,210	8	5
Total....	..	..	922,871	8,88,922	3	8	2,892,480	24	6,27,668	6 7	15,16,590	10	3

APPENDIX E.

RETURN of Rolling Stock *showing the number of each class of Vehicle available and being made on the 2nd May 1863 and 30th April 1864, prepared from the Weekly Returns received from the Managing Agent.*

	DESCRIPTION OF STOCK.	2nd May 1863.				30th April 1864.			
		Number ordered.	Put on stock or available.	Being made.	Number added during the official year 1862-63.	Number ordered.	Put on stock or available.	Being made.	Number added during the official year 1863-64.
Coaching.	Carriages. First class	14	4	1	....	14	5	..	1
	Carriages. Second do.	32	18	..	....	32	18	..	....
	Carriages. Composite class	18	6	..	1	18	6	..	....
	Carriages. Third do.	135	37	1	2	135	38	..	1
	Carriages. Do. double storied or Fourth class	..	5	24	4	....	41	6	36
	Carriage trucks	6	5	..	....	6	5	..	....
	Break-vans	14	5	..	1	14	5	8	....
	Horse-boxes	15	7	..	....	15	7	5	....
	Invalid saloon	..	1	..	1	....	1	..	....
Merchandize.	Waggons. High-sided	150	..	12	....	150 / 500	....	..	....
	Waggons. Low-sided	388	50	..	....	655	317	..	267
	Waggons. Covered goods	100	85	..	60	100	102	83	17
	Waggons. Cotton	600	153	..	94	600 / 500	452	..	299
	Cattle trucks	30	20	..	8	30	20	..	....
	Timber do.	32	18	..	10	32	55	..	37
	Powder do.	5	1	3	..	5	4	..	3
	Break-vans	13	5	..	..	13	13	1	8
	Coke do.	6	..	..	..	6	1	..	1
	Ballast waggons	600	342	..	109	333	333	..	....
	Ballast break waggons	..	12	..	12	....	12	..	....
	Sheep-vans	..	..	..	....	....	24	..	24
	Total	2,158	774	41	302	3,158	1,459	103	694

THE SIND RAILWAY.

Construction.

Sind Railway.

The Sind Railway, unlike other Indian lines, was opened throughout its entire length of 105 miles at once. There is nothing therefore to relate regarding the opening of additional lengths of line during the past year.

General sketch of the year's works.

2. Half the capital expenditure on the line during the year has been incurred in remedying defects of construction which have from time to time become apparent. Large sums have been expended in providing side drains, in constructing new bridges and culverts at places where the waterway originally provided was insufficient, in raising the height of some embankments and lowering that of others, in flattening, repairing, and pitching slopes, in widening cuttings, in ballasting, in strengthening the wings and abutments of bridges, and so on. In the way of new works the following have been carried out:—A branch line has been laid from Clifton crossing, near the workshops, to Keamaree *viâ* Chinnee Creek; the Store buildings adjoining the shops, which were very much required, have been pushed on and are now almost complete; Joongshaie Station has been completed; the goods shed at Kotree has made some progress; a reading-room has been built for the use of the Company's servants; a low uncovered platform has been added to the goods accommodation at McLeod Road Station, and various other small works have been carried out; but nothing has been done toward providing permanent buildings at Kurrachee and Kotree, or at any of the intermediate Stations, except Joongshaie.

Gross Capital expenditure on works during the year.

3. The expenditure under the first mentioned head of remedying defects in original construction amounted during the year to Rs. 2,20,000 nearly for labour and material, exclusive of stores supplied from the Stores department, the principal works being new bridges at Pipree, Krinjalla, and Meyting. Under the latter head of works undertaken, not in consequence of damage by rain, but as portions of the general scheme, a sum of about Rs. 2,20,500 was expended, of which the new Stores buildings absorbed the largest portion.

4. Thus the total Capital expenditure on the works during the year was Rs. 4,41,000 for labour and materials, to which must be added

Rs. 1,76,000 for Stores, making a gross total of Rs. 6,17,000, exclusive of superintendence. Sind Railway.

Rain-damaged Works.

5. The new Bridge at Pipree consists of three 20-feet openings spanned by wrought-iron plate girders, supported by piers of stone and lime. The necessity for this bridge was established by the rains of 1862. The work was not commenced till May 1863, and the traffic was turned over the new bridge in July 1863. Pipree Bridge.

6. The Krinjalla Bridge is one of fifteen 12-feet openings. It was substituted for a much smaller bridge which was carried away during the rains of 1862. The work was commenced in April and opened for traffic in June 1863. It consists of teak timbers 15 inches square, laid horizontally on stone and lime piers. Over these timber planks are arranged diagonally and fastened down, and on this flooring the permanent-way of cross sleepers and double-headed rails is laid. Krinjalla Bridge.

7. The Meyting Bridge is of the same construction as the Pipree Bridge above mentioned. It was opened for traffic in July last. Meyting Bridge.

8. The above are the principal works carried out in consequence of damage by rain. But, as already stated, large sums were spent in rendering the line more secure against injury from floods, by increasing the dimensions of side drains, excavating catch-water drains, &c.

New Works.

9. New sidings have been laid down, the pier has been strengthened and enlarged, and a pair of powerful shears erected. All the material for the Sind and Punjab lines is now landed here, and that for the former loaded direct into the trucks and carried up to the Stores at Ghizree Junction. Keamaree Station.

10. Nearly all the ground of this station is below high-water mark. Some of it has been filled in with mud excavated from the harbour. The station itself has not been handled during the year. It has never been used for traffic. Bunder Head Station.

11. Nearly Rs. 40,000 have been spent at this station during the year. A large portion of the ground has been filled in up to formation level; additional sidings have been laid for the goods traffic, and addi- McLeod Road Station.

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Sind Railway.

McLeod Road Station.

tional office accommodation provided; a low uncovered platform 1,000 feet in length has been built, and a temporary fence erected round the station ground.

12. The only permanent building at this station is the carriage shed. There are no goods sheds or even covered platforms, and nothing is being done towards providing permanent buildings, Government having ordered that the views of the London Board of Directors of the Company should be ascertained before the plans are submitted. These views are now awaited, and nothing can be done till they are received.

Jemadar Ki Ladi & Dorbajee Stations.

13. At these two stations the loop-siding has been lengthened.

Joongshaie Station.

14. The permanent station buildings have been completed, a goods siding has been laid down, and a loading bank constructed.

Jeempeer Station.

15. The loop has been lengthened and a blind siding laid in.

Meyting Station.

16. This passing place has been converted into a station as an experiment. It is the nearest point on the line to the town of Jerruck on the Indus, which is only about six miles distant; but there is no water, and the station has to be supplied from Kotree, twenty miles, the water being brought in tanks.

Bolari Station.

17. Has always been a watering place, as it is on the Bahrun river. A loop has been laid in and a blind siding, but no buildings have been erected.

Kotree Station.

18. Various new lines have been laid on the high and low level banks with intermediate inclines. The pitching of the bank has been completed. Something has been done to the permanent goods shed, but it is still far from complete. A large portion of uneven ground has been filled up to formation level. The engine shed and the incomplete goods shed are the only permanent buildings at this station.

Permanent Way.

19. On the whole line from Kurrachee to Kotree large numbers of new sleepers have been put down at the expense of Capital, on the plea that when opened for traffic the full complement had not been laid down. The double line between McLeod Road and workshops has been continued to the summit of No. 5 cutting, about a mile beyond the shops. This will tend to the safe working of the traffic over this busy portion of the line.

Keamaree Extension.

20. The line from Clifton crossing (between Ghizree Junction and McLeod Road Station) to Keamaree *viâ* Chinnee Creek has been completed.

Sind Railway.

This line has not, however, been used for traffic, except by the Harbour Works' stone trains, as the cutting of the Napier Mole, along which the line from Bunder Head to Keamaree runs, has been deferred.

Stores Buildings.

21. These new and permanent buildings contiguous to the workshops have been nearly completed. Upwards of Rs. 60,000 have been spent upon them during the year. They have been built by contract in the same style as the shops, and form, with the latter, a fine block. The stores which have heretofore been housed in a wretched mat-shed are now being transferred to these safe and commodious buildings.

Workshops.

22. Additional sidings and ash-pits have been provided here; the boundary-wall has been completed; one of the running engine sheds has been lengthened; quarters have been provided for the Locomotive Foreman; additional forges have been constructed; the foundry has been enlarged and properly roofed in; the drainage has been attended to, and a system of water pipes and hydrants laid down throughout the shops.

Miscellaneous Works.

23. The reading-room and library near the mechanics' quarters at Ghizree Junction has been completed. It is a pretty building, and a great boon to the men.

24. A Telegraph Office has been built at Frere Street Crossing near the workshops.

Locomotive Department.

25. During the year upwards of three lacs worth of stores have been spent on new plant and rolling stock, deducting the value of articles manufactured for the General Stores (Appendix F). Attached is a table showing the rolling stock at the commencement and end of the year. A good deal of work has been done for outsiders.

Revenue.

Maintenance of Works and Way.

26. The maintenance of works and way has been enormously expensive, and it is doubtful whether Revenue has borne the full burden. Large numbers of sleepers have been removed, some of which had suffered so much from dry rot as to be worthless, others had been destroyed by white-ants. The line is now generally in very fair order as far as the permanent-way is concerned, but more than one bridge shows signs of weakness.

27. The maintenance during the first part of the year was entirely a departmental work, but in December a length of 25 miles was let on con-

Sind Railway.

tract at Rs. 85 per mile per mensem. This is about Rs. 13 per mile less than the cost departmentally. The contractor has as yet done his work satisfactorily.

Working of Traffic.

28. At the close of the last official year the following trains were run each way :—

Mixed	3
Goods.....	1

with occasional specials. On the first June this arrangement was altered to

Mixed trains	2
Goods.....	3

the third goods train only being run when necessary.

29. On the 1st January a further change was made, and from that date till the close of the year the following trains have been run each way :—

1 Passenger,
1 Mixed,
3 Goods,

one of the goods train being taken off when not required, and occasional specials run to meet temporary pressure of goods.

30. The average number of vehicles in a train was 30. The average weight of a waggon load 2½ tons. But about one-third of the waggons were run empty. The average load of a full waggon was 3·67 tons.

31. The trains have been carefully worked, though, on account of the scanty supply and very bad quality of the water on the line, there has sometimes been a want of punctuality. Steps have been taken for improving the watering arrangements.

32. There have been no complaints of goods being delayed ; but about Rs. 1,200 have been paid as compensation for goods lost, and nearly Rs. 12,000 on account of goods destroyed by fire. Of this, however, Rs. 4,740 was for goods destroyed in 1862-63 but not paid for till 1863-64.

Accidents.

33. There were no accidents to passengers during the year. But there were 19 accidents to other people, of which 4 were instantly fatal and 2 ultimately so.

Sind Railway.

Accidents.

34. There were 25 accidents not involving injury; they may be classified thus:—

Avoidable Accidents.

(the results of carelessness or neglect of duty on the part of the Company's servants).

	No. of cases.
Engines or vehicles off the line at points.	5
Gates run through	3
Goods from trucks falling under the wheels and causing vehicles to leave the line.	3
Collisions	3
Wrong signals	1
Trolly left on the line	1
Unavoidable Accidents.	
Fires in train	2
Animals run over	4
Couplings breaking	1
Engine injured through want of water.	1
Engine off line, ballast having been washed away.	1

Increase and decrease of Traffic.

35. Appendix G attached to this memorandum is a summary of the traffic returns for the year. It shows—

Coaching Traffic	1,70,161
Goods Traffic	9,53,065
Total .... Rs	11,23,226

36. In the following table the figures are contrasted with those of the previous year :—

Years.	Coaching.	Goods.	Total.	Weekly Average
	Rs.	Rs.	Rs.	Rs.
1862-63	1,53,051	7,08,112	8,61,163	16,561
1863-64	1,70,161	9,53,065	11,23,226	21,601
Increase	17,110	2,44,953	2,62,063	5,040
Decrease	....	....	....	.....

APPENDIX F.

STATEMENT of ROLLING STOCK *on 30th April* 1864.

		COACHING.									MERCHANDIZE.								TOTAL.		
		CARRIAGES.					WAGGONS.														
	Engines.	Break Trucks.	1st Class.	2nd do.	3rd do.	Composite.	Carriage Trucks.	Break-Vans.	Horse Boxes.	Powder-Vans.	High sided.	Low sided.	Cotton Waggons.	Covered Goods.	Tanks.	Break-Vans.	Rail Trucks.	Timber Trucks.	Ballast Waggons.	Engines.	Vehicles.
Total Stock 30th April 1863.....	20	3	6	8	13	6	5	5	6	2	6	246	20	20	18	5	10	10	61	20	389
Added during the year 1863-64.....	6	..	..	4	7	..	..	..	4	..	12	57	32	30	..	5	..	..	46	6	151
Total Stock 30th April 1864	26	3	6	12	20	6	5	5	10	2	18	303	52	50	18	10	10	10	107	26	540

APPENDIX G.

SUMMARY of TRAFFIC STATEMENT *of the* SIND RAILWAY *from May* 1863 *to April* 1864, *comprising* 52 *weeks.*

No.	Weeks.	Coaching.			Merchandize.			Total.		
		Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
1	For week ending 3rd May 1863..	3,000	7	0	24,490	1	0	27,490	8	0
2	„ 10th „ „ ..	3,509	7	4	24,138	3	5	27,647	10	9
3	„ 17th „ „ ..	2,998	2	8	20,887	9	6	23,885	12	1
4	„ 24th „ „ ..	3,856	13	8	22,717	4	8	26,574	2	4
5	„ 31st „ „ ..	3,436	0	10	20,647	2	5	24,083	3	3
6	„ 7th June „ ..	3,196	9	3	23,048	14	5	26,245	7	8
7	„ 14th „ „ ..	3,754	15	11	21,032	7	10	24,787	7	9
8	„ 21st „ „ ..	3,027	15	4	18,303	11	6	21,331	10	10
9	„ 30th „ „ ..	3,259	9	6	15,238	9	3	18,498	2	9
10	„ 5th July „ ..	1,932	14	3	14,651	7	6	16,584	5	9
11	„ 12th „ „ ..	2,072	4	3	12,855	8	5	14,927	12	8
12	„ 19th „ „ ..	2,969	14	9	18,130	10	11	21,100	9	8
13	„ 26th „ „ ..	3,052	6	6	16,636	15	4	19,689	5	10
	Carried forward....	40,067	15	3	2,52,778	10	1	2,92,846	3	4

APPENDIX G.—(*continued*).

No.	Weeks.	Coaching.			Merchandize.			Total.		
		Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
	Brought forward....	40,067	15	3	2,52,778	10	1	2,92,846	3	4
14	For week ending 2nd August 1863..	2,806	10	0	13,869	5	7	16,675	15	7
15	„ 9th „ „ ..	2,996	7	6	12,388	6	5	15,384	13	11
16	„ 16th „ „ ..	2,383	5	5	14,311	8	3	16,694	13	8
17	„ 23rd „ „ ..	2,668	8	0	12,211	9	9	14,880	1	9
18	„ 30th „ „ ..	2,799	2	7	13,118	13	8	15,918	0	3
19	„ 6th September „ ..	2,996	15	3	15,416	7	1	18,413	6	4
20	„ 13th „ „ ..	3,085	8	2	15,862	12	10	18,948	5	0
21	„ 20th „ „ ..	3,199	10	8	18,147	6	1	21,347	0	9
22	„ 27th „ „ ..	2,910	7	8	16,379	4	6	19,289	12	2
23	„ 4th October „ ..	3,134	14	2	19,165	10	1	22,300	8	3
24	„ 11th „ „ ..	2,640	7	2	17,276	11	3	19,917	2	5
25	„ 18th „ „ ..	3,191	8	3	13,534	11	9	16,726	4	0
26	„ 25th „ „ ..	3,340	4	8	12,745	1	4	16,085	6	0
27	„ 1st November „ ..	3,289	4	1	15,617	3	11	18,906	8	0
28	„ 8th „ „ ..	3,542	1	7	14,048	0	0	17,590	1	7
29	„ 15th „ „ ..	3,102	1	10	18,573	11	10	21,675	13	8
30	„ 22nd „ „ ..	4,019	8	5	20,356	8	6	24,376	0	11
31	„ 29th „ „ ..	2,628	6	10	21,053	13	4	23,682	4	2
32	„ 6th December „ ..	2,905	4	2	19,417	12	7	22,323	0	9
33	„ 13th „ „ ..	2,593	1	9	18,612	0	7	21,205	2	4
34	„ 20th „ „ ..	3,728	0	4	17,138	15	8	20,867	0	0
35	„ 31st „ „ ..	5,148	14	7	31,773	11	10	36,922	10	5
36	„ 3rd January 1864..	1,197	11	9	9,031	2	0	10,228	13	9
37	„ 10th „ „ ..	3,638	7	0	21,151	14	0	24,790	5	0
38	„ 17th „ „ ..	3,330	1	5	20,077	1	2	23,407	2	7
39	„ 24th „ „ ..	3,630	8	6	19,932	0	9	23,562	9	3
40	„ 31st „ „ ..	3,859	13	6	18,778	8	0	22,638	5	6
41	„ 7th February „ ..	3,989	10	4	16,235	8	10	20,225	3	2
42	„ 14th „ „ ..	3,844	5	0	19,907	15	7	23,752	4	7
43	„ 21st „ „ ..	3,556	7	6	18,154	5	6	21,710	13	0
44	„ 28th „ „ ..	3,416	3	5	20,480	1	0	23,896	4	5
45	„ 6th March „ ..	3,591	9	0	18,354	15	2	21,946	8	2
46	„ 13th „ „ ..	3,107	10	3	18,451	8	9	21,559	3	0
47	„ 20th „ „ ..	3,563	9	4	21,332	8	2	24,896	1	6
48	„ 27th „ „ ..	3,478	0	9	22,457	15	1	25,935	15	10
49	„ 3rd April „ ..	4,637	1	9	23,714	15	10	28,352	1	7
50	„ 10th „ „ ..	3,931	15	8	23,225	3	0	27,157	2	8
51	„ 17th „ „ ..	4,192	11	9	21,362	11	6	25,555	7	3
52	„ 24th „ „ ..	4,017	4	3	16,618	7	11	20,635	12	2
	Total....Rs.	1,70,161	5	6	9,53,065	3	2	11,23226,	8	8

INDUS STEAM FLOTILLA.

Construction.

General sketch of the year's work.

The work of construction has not been very large in actual amount, but it has been as great as possible, for all the steamers and barges belonging to the Company, which at the close of the year 1862-63 were either on the stocks or in pieces, have been completed and placed on the river. This remark does not apply to the vessels being constructed by Messrs. Richardson, Duck & Co. which are not yet the property of the Company. Four small steamers have been completed, launched from Keamaree building-yard, and taken round to Kotree. Two iron troop barges, handed over while on the stocks at Ghizree to the Company by Government, have been finished, and these and three 84-ton corrugated iron barges launched at Keamaree have been placed on the river.

2. Six semi-detached houses for mechanics have been commenced at Kotree and are now in a forward state.

Tugs "C," "D," "E," and "F."

3. Two of the steamers above alluded to are larger and more powerful than the other two; they have high-pressure engines of 40-H. P. nominal, and their registered tonnage is 67 tons, while the two smaller ones are only 15 H. P. and 43 tons tonnage. All four are built of corrugated iron.

Troop Barges.

4. These two barges were handed over to the Company with their iron work completed, but nothing done in the way of carpenters' work and fittings. As the Company has four other troop barges on the river, these two new ones have not been carefully fitted for the conveyance of troops, and are used as cargo barges; they could, however, be prepared for troops at a short notice. They are constructed of plate iron, and are similar to the two other troop barges which the Company purchased from Government.

Cargo Barges.

5. These three barges of corrugated iron are strong and useful vessels, not being too large for the Company's steamers, as many of their large-sized barges are.

Quarters for Mechanics and Engineers.

6. These are being built by contract and will soon be finished. The sanctioned estimate amounted to Rs. 21,000, and the contract was let for rather less.

Revenue.

Indus Steam Flotilla.

7. The fleet has been actively employed during the year, and the management good. Attached to this report (Appendix H) is a return showing the strength of the fleet on the river at the commencement and end of the year.

Sale of "Planet."

8. The "Planet," an old Government vessel, was bought for the express purpose of towing new barges round to Kotree from Kurrachee, so that the effective revenue-earning fleet on the river might not be weakened by the loss of a steamer detached for this purpose. As soon as this work was completed the "Planet," being useless as a river boat, was sold.

Sale of four 35-ton Barges.

9. These 35-ton corrugated iron barges are too small for general service on the river. Four of them were sold during the year to the Executive Engineer, Bombay Defences, for Rs. 16,000, the Flotilla Company undertaking to deliver them in Bombay. They were all towed safely down from Kurrachee by one of the British India Steam Navigation Company's vessels.

Working of Fleet.

10. Throughout the year a steamer has left Kotree for Mooltan every fortnight 24 hours after the arrival of the Overland Mail in Kurrachee from Bombay. There has also been a regular fortnightly steamer from Mooltan leaving on fixed dates in correspondence with the mail steamers from Kurrachee to Bombay. Besides this regular service, there have been many extra steamers between Kotree and Sukkur and between Kotree and Mooltan.

Sukkur Line.

11. The addition to the fleet of the four small steamers C, D, E, and F has enabled the Agent and Superintendent to accommodate the Sukkur merchants, who could but seldom obtain tonnage when the steamers only ran between Kotree and Mooltan, merely calling at Sukkur and taking in a few tons in place of what they put out. Three of these small steamers have been worked regularly between Kotree and Sukkur, and have yielded good returns.

Kotree Ferry.

12. The fourth steamer has been lent to Government for use as a ferry boat at Kotree.

Accidents to the Fleet.

13. There has only been one serious accident during the year. The "Lawrence" left Mooltan in December with two large heavily-laden barges which she brought down safely to within a few miles of Sehwan, when at a difficult turn of the river one of the barges (the "Shikarpoor") touched the

Indus Steam Flotilla.

bank, and being a very slightly-built vessel, her plates started and she filled and went down in seven feet of water. As soon as the accident was reported at Kotree, assistance was sent. The whole of the cargo (cotton) of the barge was recovered, and the barge raised and brought down to Kotree.

14. The "Lawrence" on the same voyage knocked a hole in her port bunker by striking against a hard lump in the river bed, and came into Kotree with the compartment full of water.

Accidents to Native Crafts.

15. In the year two boats were sunk by collisions with steamers. In each case the accident was unavoidable by the steamer. One occurred in a narrow rapid channel, the steamer being swept against the boat by the current, though the engines were turning astern at full power, and the other happened during a dust-storm.

Traffic Receipts.

16. Appendix I, attached to this memorandum, shows the gross earnings for the year, the amount being Rs, 9,32,210-15-1. Freights have varied considerably according to the season, being highest when the cotton crop of the Punjaub was ready for export in December and January, and lowest during the inundation of the Indus, when the people were engaged in cultivation, and produce was not easily transported to the river bank.

Nature of Traffic.

17. The up traffic of the year consisted chiefly of Railway materials, Government malt liquor, piece goods, and treasure, and the down traffic of cotton, wool, saltpetre, silk, indigo, and ghee.

Expenditure.

18. The cost of earning the above-mentioned sum of Rs. 9,32,210-15-1 has been about 62 per-cent.

APPENDIX H.

Strength of the Fleet on the River on the 1st *May* 1863.

STEAMERS.			BARGES.		
Names.	Horse Power Nominal.	Registered Tonnage.	Names and Description.		Registered Tonnage.
Stanley	120	295	Iron.	Shikarpoor	192
Havelock	110	194		Mooltan	192
Frere	110	194		Kurrachee	192
Outram	110	194		Simla	192
Indus	90	149		Umritsur	192
Lawrence	110	194		Lahore	192
Planet	60	176		Hydrabad	192
Sir Chalres Wood.	120	295		Tatta	182
				Sukkur	182
			Wood.	Cursetjee	89
				Ethersey	136
			4, 1st size corrugated iron, numbered 1 to 4.		84
			4, 2nd size corrugated iron, numbered 1 to 4.		43
			11, 3rd size corrugated iron, numbered 1 to 11		35

Strength of the Fleet on the River on the 1st *May* 1864.

STEAMERS.			BARGES.		
Names.	Horse Power Nominal.	Registered Tonnage.	Names and Description.		Registered Tonnage.
Stanley	120	295	Iron.	Shikarpoor	192
Havelock	110	194		Mooltan	192
Frere	110	194		Kurrachee	192
Outram	110	194		Simla	192
Indus	90	149		Umritsur	192
Lawrence	110	194		Lahore	192
Sir Charles Wood	120	295		Hydrabad	192
Tug "C"	40	67		Tatta	182
Tug "D"	40	67		Sukkur	182
Tug "E"	15	43		Roree	182
Tug "F"	15	43		Bukkur	182
			Wood.	Cursetjee	89
				Ethersey	136
			Corrugated Iron.	7, 1st size, numbered 1 to 7	84
				4, 2nd size, numbered 1 to 4	43
				10, 3rd size, numbered 1 to 10	35

APPENDIX I.

RETURN of Voyages made by the Vessels of the INDUS STEAM FLOTILLA COMPANY *during the year* 1863-64, *including those commenced in* 1862-63 *but completed in* 1863-64, *and excluding those commenced in* 1863-64 *but completed in* 1864-65.

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Number of Voyages.	Names of Steamers and Barges.	Description of Voyages.	Gross Receipts.			Remarks.
			Rs.	a.	p.	
1	Sir Charles Wood, with two 84-ton barges ..	Kotree to Mooltan and back	21,624	13	11	Note.—The second column shows the Steamers and Barges leaving Kotree; the Barges are often changed in the course of the voyage, some being left at Sukkur and Mooltan and others taken on.
2	Indus, with barge Tatta	Do. do.	15,690	7	0	
3	Stanley, with barge Cursetjee and one 84-ton .	Do. do.	20,248	12	1	
4	Frere, with barges Hyderabad and Ethersey..	Do. do.	20,074	9	0	
5	Lawrence, with barges Kurrachee and Simla..	Do. do.	18,582	4	9	
6	Outram, with barges Sukkur and Umritsur ..	Do. do.	20,007	2	4	
7	Planet	Kotree to Sukkur and back	2,466	2	7	
8	Havelock, with barges Shikarpoor and Mooltan	Kotree to Mooltan and back.....	16,786	8	6	
9	Stanley	Do. do.	11,690	2	2	
10	Indus, with barge Tatta	Do. do.	9,213	10	6	
11	Frere, with two 84-ton barges.....	Do. do.	14,377	6	1	
12	Lawrence, with barge Ethersey	Do. do.	10,695	15	9	
13	Outram, with barge Tatta	Kotree to Mooltan and back to Sukkur	5,149	8	11	
14	Havelock, with barge Cursetjee.....	Kotree to Mooltan and back	10,041	1	0	
15	Sir Charles Wood, with barge Umritsur	Kotree to Sukkur and back	2,564	15	11	
16	Indus, with barge Tatta	Kotree to Mooltan and back.....	9,842	14	1	
17	Outram, with one 84-ton barge	Sukkur to Mooltan and back to Kotree	7,385	13	6	
18	Frere do. do.	Kotree to Mooltan and back	12,317	12	8	
19	Lawrence do. do.	Do. do.	12,107	15	9	
20	Havelock, with two 84-ton barges.....	Do. do.	13,796	15	10	
21	Indus, with one 84-ton barge.....	Do. do.	10,965	4	5	
22	Frere, with barge Kurrachee	Do. do.	20,138	9	10	
23	Tug C, with two 43-ton barges	Kotree to Sukkur and back	4,609	5	7	
24	Lawrence, with barge Shikarpoor	Kotree to Mooltan and back	21,028	9	9	
25	Sir Charles Wood, with barge Mooltan.....	Do. do.	20,152	3	9	
26	Stanley, with barge Umritsur.....	Do. do.	22,497	10	2	

27	Outram, with barge Simla and one 84-ton barge	Kotree to Mooltan and back	20,850	7	6
28	Havelock, with two 84-ton barges	Do do.	17,728	15	4
29	Tug C, with two 43-ton barges	Kotree to Sukkur and back	4,531	14	3
30	Indus, with two 84-ton barges	Kotree to Mooltan and back	17,545	8	11
31	Frere, with two 84-ton barges	Do. do.	23,767	15	6
32	Tug D, with one 43-ton barge	Kotree to Sukkur and back	4,934	15	11
33	Lawrence, with barge Shikarpoor	Kotree to Mooltan and back	35,520	9	6
34	Tug C, with two 45-ton barges	Do. do.	13,052	11	1
35	Sir Charles Wood, with barges Kurrachee and Ethersey	Do. do.	44,275	5	5
36	Stanley, with barge Tatta	Do. do.	31,960	6	6
37	Tug D, with two 43-ton barges	Kotree to Sukkur and back	3,696	12	3
38	Outram, with barges Simla and Umritsur	Kotree to Mooltan and back	39,988	9	10
39	Havelock, with barges Sukkur and Mooltan	Do. do.	33,702	6	8
40	Tug F, with two 35-ton barges	Kotree to Sukkur and back	2,218	6	11
41	Indus, with two 84-ton barges	Kotree to Mooltan and back	23,962	1	11
42	Frere, with barge Cursetjee and Ferry barge	Do. do.	41,255	8	4
43	Lawrence, with barge Bukkur and one 84-ton barge	Do. do.	38,173	14	5
44	Tug D, with two 43-ton barges	Kotree to Sukkur and back	5,316	10	2
45	Tug C, do. do.	Do. do.	3,909	7	2
46	Tug F, with two 35-ton barges	Do. do.	3,184	13	11
47	Sir Charles Wood, with barges Ethersey and Kurrachee	Kotree to Mooltan and back	43,752	4	6
48	Stanley, with barge Tatta and one 84-ton barge	Do. do.	33,742	1	7
49	Tug D, with two 43-ton barges	Kotree to Sukkur and back	3,034	0	7
50	Tug F, with two 35-ton barges	Do. do.	1,766	1	0
51	Outram, with barges Simla and Hyderabad	Kotree to Mooltan and back	26,894	2	0
52	Tug C, with two 43-ton barges	Kotree to Sukkur and back	3,004	4	3
53	Indus, with two 84-ton barges	Kotree to Mooltan and back	19,428	3	0
54	Havelock, with barge Umritsur and Ferry barge	Do. do.	23,778	8	9
55	Tug D, with two 43-ton barges	Kotree to Sukkur and back	3,021	6	8
56	Tug F, with two 35-ton barges	Do. do.	2,393	2	7
57	Nine 35-ton sailing barges	Kotree to Mooltan and back	7,762	6	10
		Total....Rs.	9,32,210	15	1

MILITARY.

Organization of the Native Army.

From the 1st January 1864 a new organization, as respects the European Officers, was adopted throughout the Native Army of this Presidency. But as this was simultaneously adopted in the Bengal Presidency, it will doubtlessly be particularly described in the Administration Report prepared by the Government of India.

Sanitary measures.

In March 1864 the Sanitary Commission was appointed under the Presidency of Deputy Inspector-General Leith, M.D. A report was shortly afterwards made by the President on the general sanitary condition of the Bombay Army, which gave the gratifying assurance that existing facts demand large modification of the conclusions of the Royal Commission, especially as regards the rate of mortality. Whilst the Royal Commission stated the annual death rate of the European Army for the whole of India as 69 per thousand, the following was the rate in the Bombay Army for the last fifteen years:—

	Ratio of Deaths to Strength per Thousand.
Last 15 years	29·0
„ 10 „	27·1
„ 5 „	23·7
„ 4 „	20·9
„ 3 „	17·5
„ 2 „	16·3
Last year	12·06

In connection with late sanitary enquires, His Excellency Sir W. Mansfield recommended a change in the mode of providing Barrack accommodation for soldiers. The proposal is to substitute smaller rooms, each capable of accommodating about twenty-five men, for the larger ones calculated to hold

Military. about one hundred men which it has hitherto been the practice to build. This arrangement, while it secures to the soldier a greater degree of quiet and a nearer approach to privacy, is expected to operate favourably upon the moral character of the men, and is also better calculated to preserve their health, especially on the occasions of the prevalence of epidemic cholera. Orders were issued from the Public Works Department to act in accordance with this recommendation whenever new Barracks may require to be built.

The Military Fund.

The Government in this year made a strong remonstrance to Her Majesty's Government against the recent order prohibiting thereafter the admission of Chaplains to be members of the Military Funds, and indicating an intention to gradually extinguish those Funds.

The Lord Bishop wrote—

"Your Excellency is well aware of the beneficial results which have arisen from the operation of the Military Funds since their institution, more especially in alleviating, or in altogether removing, the difficulties which had previously beset the married Officers of the Army in India in respect of their wives and children. The facility afforded them in sending their families home or in bringing them out again was a boon which yielded to them most essential relief. Still more, the provision made for their widows and orhpans, in case of their own decease, set them free from an anxiety of the heaviest kind.

"But the salutary effects of these benefits was not limited to the subscribers and their families. It had its bearing on the whole of the European community in India, and that in its most vital, because its moral and social interests. It is, I believe, admitted that as the operation of these Funds advanced, a most desirable change took place in the habits of a large proportion of the classes more especially advantaged by them. To speak plainly, young men were enabled to marry who would otherwise have deemed it imprudent, or even impracticable, for them to do so, and who would too often have resorted, under that persuasion, to the practice of concubinage—a practice, it is well known, formerly existing to an extent as detrimental to individual character and happiness, as it was injurious to the community and dishonouring to our Christian name.

Military.

" It is the apprehension of any relapse in this particular, being consequent on the abolition of Military Funds, which has moved me to address your Excellency, and it will, I trust, be my justification for venturing on ground which might not seem at first to be appropriated to my office. But under the force of the considerations to which I have alluded, may I go so far as to express a hope that it is not too late for the question to be entertained, whether the Military Funds, if modified and administered under Government control, might not place a happy and domestic life within the reach of those who might otherwise be too easily betrayed into the opposite.

" At the same time I will not deny that there is another consideration which has its weight with me, and which relates to the Ecclesiastical Service in particular. I confess to your Excellency that I am in the greatest concern as to the situation in which the Clergy coming out in future to this country will be placed. So far as pertains to this Presidency, it is notorious that the prevailing rates of living render it a difficult thing for Assistant Chaplains, being married men, to hold their ground. Their salaries are barely sufficient, and though they will be spared the subscription to the Military Fund, their savings on this head will be quite inadequate to pay for passages to and from home, and will afford no means of making a provision for their families in the event of their own removal by death. They will come out in the expectation of finding their £600 per annum in India at least equal to the same income at home. In this they will be grievously disappointed; and when sickness compels them to send a wife or children to Europe, they will discover that to borrow money for the purpose will involve them in ruinous debt. The matter has been forced on my attention by the circumstances under which the Reverend S. Stead arrived in Bombay but a few weeks since. Having had no intimation given him of any change, he fully reckoned on the advantages of the Military Fund as available to him. Had he been aware that this was not the case, it would have materially affected his views of the eligibility of his appointment. But others will follow him who, even if warned that no Military Fund will be open to them, yet will hope to find a position here very different from that which really awaits them. They will not be undeceived until it is too late, and unless some improvement takes place in the remunerations of the service, I look forward with painful misgiving as to the future lot of those who enter it."

Military.

The Adjutant General wrote—

" The Lord Bishop has very clearly set forth the evils likely to attend the abolition of the Military Fund. The institution of these Funds has undoubtedly added much to the morality and to the social comforts of the Officers of the Indian Army, amongst whom concubinage may be said to have been very frequent, instead of being a most exceptional condition in more modern times since the establishment of the Fund.

" The fear of leaving a wife destitute deterred many Officers without means from marrying. In consequence of this honourable feeling being overlooked by some, it was a common practice for collections to be made throughout the Army to enable widows of Officers to return to their friends at home.

" But in addition to the pensions received by widows and children from the Military Funds, there are other benefits derived from it, the abolition of which will materially affect the position of the Officers of the ' Staff Corps,' the ' Medical Service,' and ' Chaplains.'

" The benefits are—

1*st*.—Loans to Officers to enable them to pay the passage of themselves, their wives and children to and from England.

2*nd*.—Free passage to Captains proceeding to Europe on medical certificate and to Subalterns on return from Europe; the latter Officers receive passage to Europe from Government.

3*rd*.— Subaltern Officers are allowed an increase of pay from the Fund when in Europe on medical certificate.

4*th*.—Free passage to Europe for the widows and children of deceased Officers.

" Should it be decided that all these benefits shall cease as respects Officers hereafter entering the Service, the difficulties under which they will labour will be most serious, and must affect their efficiency. One of the most prominent instances will be that of a Subaltern obliged to return to Europe on medical certificate, his pay in Europe will barely subsist him, and on the expiration of his leave he will find himself without a farthing to pay for his passage, and with no means of raising the money; it will be absolutely necessary for Government to provide passage for Officers to and from Europe, and thus the abolition of the Funds will cause additional expense to the State.

" His Excellency thinks the above will show that should the benefits derived from the Military Fund cease, the efficiency, the social position, and the general morality of the Officers, who may hereafter enter the Indian service, will seriously suffer, and that we can no longer look to obtain the same class of men who have hitherto so efficiently performed the Military duties of the Indian Government.

" His Excellency would therefore strongly support the Lord Bishop's views, and suggest that the Military Fund, in its essentials, should not be touched. The Commander-in-Chief considers that Officers belonging to Her Majesty's Line service should, as one of the conditions of entering the Indian ' Staff Corps,' be required to become subscribers to the Fund.

" If the objection should be raised that the constitution of the Funds created among the Officers a situation incompatible with a Military position as possessing independent interests apart from those of the Authority they serve, His Excellency considers that the objection may be met by the establishment of rules prohibiting meetings to take place for the consideration of the affairs of the Funds, and directing that all reports connected with it shall be under Government management, that reference to the orders of subscribers shall not be made, and that all decisions and orders must be conveyed under the orders of Government through the several executive authorities, whether of the ' Army,' the ' Church,' or the ' Medical Department.' "

The Government expressed to the Secretary of State its entire concurrence with the foregoing forcible representations.

Proposed removal of the Children of the Military Asylum from Bombay.

The Bombay Education Society for many years has undertaken for certain payments the responsibilities of the Government to the members of the Military Asylum, a Government institution for the care and education of the children of soldiers. The children on the foundation of the Military Asylum are brought up with the children of the Society's Schools in Bombay, and have gradually increased in number until they now form about one-half of the whole number of children under the Society's care. In consequence of its guardianship of so large a part of the children, the Government has from time to time been led to entertain the question of whether Bombay be now the most suitable place for the majority of the children of these Schools.

This question when raised by the Government in 1860 met with discouragement by the Bombay Education Society. But in September 1863 an advertisement by the Society, showing an intention to construct new buildings at Poona for the Branch Infant School already established there, led the Government to request the Society to consider the advantages which Poona would offer to those of the older children also, who are not likely, for special reasons of health or local connection, to be better provided for in Bombay than in the Deccan.

In March 1864 the Secretary to the Society replied as follows:—

"The Committee regret their experience will not enable them to offer much for the consideration of the Government on the point. It is true that the Infant Branch of their Institution, which has been established in Poona for seven years, has, in a sanitary respect, as indeed in every other, worked admirably. But as a rule the children do not remain above the age of eight years, and consequently there are no facts in the hands of the Committee on which to found their opinion as to the healthiness of the Deccan for older children. Medical opinions have been expressed adverse as also favourable to the continuance of European children in the Deccan after that age; but the Committee have no data to warrant them in endorsing either opinion. They cannot, however, but suppose that European children must have grown up in Poona sufficiently numerous to enable Medical men, if called upon, to report definitely on the question."

The Bombay Education Society, after several months' deliberation, thus threw upon the Government the task of further inquiry. The Government accepted the responsibility, and appointed a Commission for inquiry under the presidency of Sir Alexander Grant. One-half of the members of the Commission were appointed on nomination by the Bombay Education Society. The inquiry has not yet been concluded.

Concentration of Arsenals and Military Factories.

It has been determined with regard to the convenience of water supply and vacant space, and to a climate suited to the manufacture of Gunpowder and Gun-Carriages, to remove the Gunpowder and Gun-Carriage Factories from Bombay to the Deccan. On somewhat similar consideration, and as a consequence of the demolition of the Ramparts of Bombay, and with a view to the concentration of Arsenals and the economical reduction of Establishments, it has been decided to make the Poona Arsenal the Grand Arsenal of the Bombay Presidency.

Such concentration of Arsenals increases the importance of securely guarding them; and it has therefore been determined to place the Poona Arsenal, together with the Gun-Carriage and Gunpowder Factories, within a fortified enclosure on the high ground near Poona, occupied by the Kirkee village and in contiguity to the Artillery Cantonment. The measure can be carried out without cost to the State, because of the much greater value of the land occupied by the Factories in Bombay which will be sold on the removal of the Factories.

Hutting Native Troops.

The general rise of prices has compelled a revision of the regulation for hutting of Native Troops. The old rules gave an allowance of—

24	Rupees	to each	Subedar,
12	„	„	Jemadar,
4	„	„	Havildar,
3	„	„	Naique,
2	„	„	Private,

on every change of station, and these allowances were doubled when it was necessary to build new Lines.

It was determined to raise the Private's allowance to Rs. 3, and in other respects to retain the old rules and rates for ordinary maintenance, but to provide more liberally for the case of first construction. Accordingly, for the latter case an allowance of Rs. 90 for each Native officer and Rs. 15 for each person of all other ranks was sanctioned.

Veterinary Superintendence and supply of Horses.

The system of general Veterinary superintendence established in 1862, under the direction of a Principal Veterinary Surgeon attached to the Head Quarters of the Army, has been most successful. The need of such superintendence had been shown by ignorance and waste. False principles regarding stabling, shoeing, and the treatment of Horses were prevalent; and there was no proper record of Veterinary Practice.

The reform initiated in this Presidency has put a stop to these evils in the Bombay Army.

The casualties both by death and casting have been much decreased.

The Principal Veterinary Surgeon has established a School of Veterinary Practice and Instruction at Poona, which has already proved most useful in training both European and Native Farriers.

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The Inspection of the Principal Veterinary Surgeon includes the Regiments of Silladar Cavalry which now send men to be trained in his Veterinary School.

The Principal Veterinary Surgeon has the general superintendence of the Government Stallions which are kept in some Districts to improve the indigenous breed of Horses, and he inspects them and their produce on his tours. He also makes very useful inspection of the Commissariat Cattle.

Good success has attended the experimental measure of abolishing the Remount Agency, and entrusting the purchase of Remounts to Regimental Commanding Officers or Officers deputed by them, aided by the advice of the Principal Veterinary Surgeon.

This has been carried out simultaneously with a reduction of the average Government price by Rs. 100 for each Horse, and the Army has nevertheless been supplied with as good Horses as ever, the whole expense of the former Agency as well as the difference of price being saved to the State.

An experimental demand for a supply of Horses from Port Natal has been made. The Horses have not yet been received.

Six English Stallions were sent this year from England to improve the breed of Horses in this country. One excepted, they were ill thought of in this country; so much so that doubt was expressed whether one or two of them could be the same Horses as had been approved in England. The Secretary of State, however, stated that as they had been carefully selected by some of the best judges in England, a systematic and careful experiment of them for breeding purposes should be made. This has been provided for. One of them has since died.

Defences of Bombay Harbour.

Owing to objections taken by Colonel Strachey of the Royal Engineers, Secretary to the Government of India in the Public Works Department, to the scheme of Works of Harbour Defence in progress in Bombay, the whole subject was again reviewed and discussed, and the result was renewed confirmation of the original design as sketched by the late Colonel Jervis, Chief Engineer, in 1843, with some modifications in detail according to the suggestions of Colonel Strachey.

Employment of Soldiers on Civil Duties.

An important discussion arose out of an application by the Great Indian Peninsula Railway Company for the aid of Government in selecting for

service on the Railway the best Non-Commissioned Officers and Soldiers taking their discharge after ten years' service. The discussion was summed up in a minute by the Commander-in-Chief, Sir William Mansfield, of which the following extracts are here given :—

"It will be borne in mind, as I have explained on a former occasion, how the railway officials in India have not unnaturally looked on Her Majesty's Military service as a recruiting field in which to find many of their subordinate functionaries, such as Guards, Breaksmen, Clerks, and the like. With the increasing development of the Railway system, the demand on such account becomes of course daily greater, and we constantly hear, in consequence, of soldiers soliciting discharge for the purpose of engaging in Railway employ. Such men have, as a matter of course, been recruited by the Railway officials—that is to say, they have been privately incited to get rid of the engagement on account of which they were brought to India by the State and to enter into another with a Railway Company, which thus saves the cost of importation of the men, and the risk of engaging unknown men in England who may disappoint the expectations of the importing employers after they have landed in India.

"The proposal of the Bombay Directors of the Great Indian Peninsula Railway, though apparently limited to the case of men whose time is about to expire—in other words, whose first term of service is about to reach its limits—rests on like views of seeking Railway recruits in Her Majesty's Regiments, and it puts out of sight the fact that the State is as anxious to retain the services of the perfected soldier—that is to say, the man who has completed, or is about to complete, the first term of service—to the full as much as the railway companies are to gain him. The proposal tends, besides, to effect larger results than have been as yet achieved by the isolated recruiting agents of the Railway Companies; for it seeks to carry its object in obtaining what I have called Railway recruits from Her Majesty's Regiments with a certain sanction from Government, and by means of an injunction to Commanding officers. Consequently the latter would be as it were at the mercy of Railway

Vide paragraphs 19, 20, and 21 of a letter (No. 3961 of 1863) from the Assistant Secretary G. I. P. Railway, Bombay, to T. R. Watt, Esq., Secretary, London.

See letter to Government (No. 3987 of 1863) from Mr. Barnett, Assistant Secretary to G. I. P. Railway, Bombay.

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Directors, and would be forced, however unwillingly, to be the means of discharging the very men they most desire to retain.

"Thus it may be said that the proposal comprehends what will be held by many to be a principle of antagonism to the immediate interests of Her Majesty's service, while it is extremely doubtful whether the objects of the G. I. P. Railway Company would be met by the course it suggests for our consideration. These ends are to obtain better conduct among Railway subordinates than its Directors can at present ensure, and to secure from time to time a sufficient supply of experienced respectable men fit for Railway purposes, having a knowledge of the country and good health. The proposers do not seem to have considered that they are inciting old soldiers to abandon a career which leads to a pension after twenty-one years' service. The important point of the future of the men so enticed away from the ranks has also been overlooked, it being always uncertain whether a soldier remains steady and fit for responsible employment after he has been suddenly relieved of the artificial restraints of discipline, by which irregularity is criminally repressed under the name of military offence. If such Railway servants are to be recruited from our military ranks, and in consequence to be discharged from the Army, the Railways will of course have the Commanding officers and other military authorities against them, no point being presented on which the different parties can meet without feeling that their interests are opposed to one another. A resistance, sometimes active and sometimes passive, would in the end defeat the Railway party. Without a large *quid pro quo* political, social, and administrative, it would be actually against the interest of Government to assist the Railway in overcoming that resistance.

"I am particular in dwelling on the fact of the principle of antagonism to be discovered in the proposal under consideration, it being important that we should not lose sight of it; for no one can deny that when a certain body of men has been brought out to India at great expense and educated for a particular purpose, attempts are made by other parties to secure these men for entirely new purposes, there must be an antagonism between such parties and the importers and educators of the men—in this instance the State and the Commanding Officers.

"But when a measure affecting our establishments is proposed, which involves public interests but militates against our professional

views and traditions, we must be especially careful not to allow a departmental leaning to blind us to the recognised great importance of the objects it is sought to attain. In these circumstances it seems to be a duty to hold the objects of the measure steadily in view rather than the particular measure itself, and to modify the latter if its conditions appear to be unsuitable, instead of dismissing it from consideration; otherwise we should run the risk of overlooking the sources of reasonable reform and improvement in the application of the means at the disposal of the State.

"I think therefore we should ask ourselves if there be no means by which we may meet the objects of the G. I. P. Railway, although they may be founded on a different principle from that which has been illustrated.

"I have said that the proposal before us rests practically on one of antagonism to the administration of Her Majesty's service. If, in the place of that, we can devise a scheme springing from a principle of coöperation between the two bodies, viz. Her Majesty's service and the Railway interest, it would seem that we shall not be far distant from the solution of the problem, which is evidently a source of great perplexity to the Railway Companies in India, and has been suggested to us in consequence by the Directors of the G. I. P. Railway Company.

"After giving much attention to the subject, I cannot say that I see insurmountable difficulties in the way, or that we should be justified in giving a cold refusal or denial, without in the first instance inviting attention to a scheme based on such a principle of coöperation, as distinguished from that other one of antagonism.

"I imagine that what I am about to suggest as being founded on a principle of coöperation will not be opposed by Her Majesty's Government or the Supreme Military authorities when the reasons and precedents which may be quoted in support of it shall have been considered; for the Military constitutional position of the soldier will not be prejudiced in any manner. The interests of the State as affected financially and socially by the better management of Railways are directly involved. The former (the consideration of finance) is defined by the Government guarantee of interest on the capital which has been laid out in Indian Railways, and the latter or social one in the protection of the people at large.

* * * * * *

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"I proceed to recapitulate in detail what may be said in favour of the scheme :—

I. In the first place then it must be admitted with regard to the internal comfort of India, that it is most expedient that the subordinate classes of servants in Railways, both British and Native, should be carefully supervised.

II. That the British servants being in a foreign country should not be liable to be cast on the high-roads and streets to starve when it may be necessary to reduce establishments, to invalid the sick, or when the men have been guilty of misconduct.

III. That there is a great present difficulty in obtaining the subordinate class of British Railway officials in India.

IV. That when they have been got and placed, seeing that they are now picked up by hazard, the chances are perhaps more than ever that such servants will take to drink, and consequently that their discharge for misconduct may be expected at an early date.

V. That this consideration applies quite as much to men engaged in England as to those enrolled by a Railway Company in this country.

VI. That men recently arrived from England, owing to ignorance of the climate and general want of experience, are very apt to fall into bad health. During the early construction of the Railway it is understood that the mortality among the subordinate British officials has been great, and mainly owing to this cause.

VII. Complaints but too well founded are rife in every Railway in India of the negligent or abusive manner in which the third class native passengers are treated. This description of passengers is in fact without redress against such treatment. In respect of it we find, as in other professions, that the petty Native officials are more apt to be guilty than the British ones; but all alike require the most careful watching and discipline. It is impossible to travel on Indian Railways without becoming aware of the urgent necessity for the fullest attention to the foregoing consideration.

VIII. A principal object of Regimental discipline in India is to prevent ill-treatment of the natives on the part of the soldiery, and heavy

punishment awaits the evil-doer. We do not always succeed, but generally it may be said that a habit of forbearance grows up in the soldier which is a great assistance to the regulations.

IX. If therefore a system of military men as Railway guards, head constables, breaksmen, &c. be introduced, we may hope that with proper supervision, what has been achieved in Regiments and by the Bombay constables in their relations with the poorer classes, may also be accomplished on the Railways.

X. It will be said by the Commanding officers of Regiments that the superior emoluments of the Railway would entice away all their best men, more especially the class of Non-commissioned officers. They declare that to meet the present demands of Government sometimes causes them inconvenience, and interferes with their task of preserving discipline.

XI. I am not disposed to admit these arguments to any great extent. It seems to me that the more prizes for good conduct, intelligence, and education a Regimental commander has at his disposal, the greater will be the alacrity to obtain them among the men under his command; in other words conduct will increase in the ratio in which it will be discovered to bear with it considerable rewards. The incentive to good conduct, afforded by the view of the speedy advancement of the well educated and conducted men, cannot but re-act with immediate practical effect on the mass of the men, and therefore add largely to the fund from which the Commanding officer draws the material for his non-commissioned officers.

XII. This would probably be effected in two ways—first, as above indicated, by the emulation and desire of ameliorating the individual position, which is always to be largely met in the ranks of a Regiment; and secondly by a probability, amounting almost to a certainty, that an appreciable result would be experienced among the classes in England which now send but few recruits to the Army. Thus on its coming to be understood at home that preliminary service in the ranks might lead to a further respectable career, we can hardly doubt that a more educated and self-reliant class would seek to enter the army serving in India than has hitherto been the case. There is reason to believe that on this very account, viz. that a better career lay behind the preliminary Regimental service in the form of various departmental employments as above alluded to, recruits of a higher stamp were in the habit of offering

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themselves for the old Regiments of Indian Artillery during the time of the late Honourable East India Company than could be attracted to the Regiments of the line. I have often heard this asserted, and my observation convinces me it is not without truth.

XIII. At the same time while we admit the reasonableness of the general view now stated, it must be allowed to be a severe trial to a zealous Commanding officer to see his best Non-commissioned officers troop away to fill non-regimental situations. If, however, his interests be guarded to the term, on reaching which the soldier exercises his right of option whether to remain in the service or to leave it, the Commanding officer has not much to complain of individually, when his means of patronage are increased for the benefit of those of whose interests he is the guardian. Professionally, as already shown, neither he nor his Regiment would be eventually losers.

XIV. It seems then there is no insurmountable difficulty in the way of reconciling the objects of the State, the Railway Companies, and of Commanding officers. In many respects the objects of the Railway Companies and of the State are identical, as in others the Commanding officers, if they are enlightened, must ultimately be in favour of practical schemes, which tend to improve the condition and career of the men under their command, and to attract a good class of recruits to the ranks, otherwise the Commanding officers must be unfit representatives of the intentions and desire of the War Department and the highest military authorities.

XV. Thus it must be the object of the State to insure the good order and health of the Railway subordinates; to prevent the oppression and abuse of third class passengers; and to impede the spread of British crime and vagrancy in India. As regards military ends, it is equally the object of the State to raise the character of Her Majesty's service and of the individual soldier.

XVI. With respect to our military tenure of India, and the highly artificial circumstances in which the small numbers of our countrymen maintain British dominion over one hundred and fifty millions of an alien population, a not inconsiderable advantage may be discovered in the fact of having military subordinates in employment in Indian Railways. In case of local or general commotion, the necessity for putting Railway stations in a state of defence, and of organising the resources of Railway Companies in aid of the troops

would not fail to show itself. It is evident that in such circumstances a great advantage would be found if the Railway guards and others of like rank should be all trained to arms, and bound to obey military orders exposing them to danger of life and limb. It would not be possible in the most dangerous times to alienate such servants from their proper duties on the Railways; for the latter, besides being wanted for the community, are amongst our most important and formidable resources for the suppression of rebellion and internal tumult. But times will occur when the defence of a station may be matter of prime necessity till aid can come, and when the old habits of the use of arms and of acting under orders for the combinations of defence may be of almost immeasurable importance. It seems then, if no other advantages presented themselves to notice in the system I advocate, that the single one shown in the facilities for welding as it were the Railway system with the means by which the country is held is so important as almost to carry with it the conviction that the system should be adopted in practice."

The Government communicated these proposals to the Government of India and to the Secretary of State as well as to the Railway Companies of this Presidency, with the expression of its own opinion that they are well calculated to substitute a system of coöperation in the employment of a most necessary and expensive description of European agency for one of rivalry and opposition between the Government and the Railway Companies. The opinions of the Government of India and Home Government on the matter have not yet been made known.

Strength of the Army.

The strength of the Bombay Army of all ranks, excepting European Commissioned Officers and the Troops in China, was—

		On 1st May 1863.	*On 1st May* 1864.
Artillery ..	European	1749	2938
	Natives*	1544	1071
Cavalry	European	1252	1118
	Natives	4600	3937
Sappers	European	88	41
	Natives	580	569
Infantry ..	European†	9248	8759
	Natives	21631	19860

*Including Gun-Lascars and Artillery Drivers.

†Including the Unattached List.

MARINE.

Establishment of the Bombay Marine.

Marine

The Indian Navy having been finally abolished on the last day of 1862-63, the Marine service of the Government has been organised on a civil basis from the beginning of the present year. The establishment of vessels has been considerably reduced, although the necessities of the Indo-European Sub-Marine Telegraph operations have postponed the full reduction intended.

The needs of the Mercantile service have compelled the retention of the Dockyard in full operation.

There has been much discussion and inquiry during the year as to the comparative economy of maintaining Government Transports or depending wholly upon hired freight. The discussion has tended to a conclusion in favour of the maintenance of a few Government Transports.

Royal Naval Establishment on the East India Station.

For more effective coöperation between the Admiral and the Indian Government, the East India and China stations have been separated, and the East India and Cape of Good Hope stations united under an Admiral in India with a Commodore at the Cape. Bombay having been considered by Her Majesty's Government the most suitable place for the Admiral's head-quarters, a residence has been provided for him there.

Constitution of the Bombay Harbour and Pilotage Board.

Certain conflicting proposals for the better lighting of Bombay Harbour being under review, the Government in 1862 determined to submit them to a Commission consisting of the Senior Naval Officer of the Port, the Master Attendant, the Commissioner of Customs, two nominees of the Chamber of Commerce, two persons of large experience as Commanders of Merchant vessels, and a selected Engineer Officer.

The Chamber of Commerce subsequently represented that the inefficiency of the Pilotage system had been a source of complaint by the Mercantile community for many years, and that the report of the Commission would be incomplete if this important subject were ignored. The Commission was accordingly requested to report thereon.

The Commission expressed no opinion as to the efficiency of the Pilotage system up to that time, but proposed that the control of the Pilot Establishment and of the Port Fund should be committed to a Board of which the Commissioner of Customs should be the ex-officio President, two members should be persons expert in Marine matters, one should belong to the Firm acting as Lloyd's Agents in Bombay, and one to be selected by the Chamber of Commerce to represent the Mercantile community. The Commission added that as the Chamber of Commerce had expressed itself perfectly satisfied if such a Board were appointed, the Commission had not summoned or examined witnesses. The following Notification was published in consequence under date 19th October 1863:—

"His Excellency the Governor in Council is pleased to constitute a Board to be styled 'the Bombay Harbour and Pilotage Board,' to consist of not less than five persons, one of whom shall be selected by the Firm acting as Lloyd's Agents in Bombay, and another by the Chamber of Commerce.

"The Board will have full power to make and alter all regulations for the efficient discharge of all duties connected with the Pilot Establishment, and for the control of the Port Fund, provided that the regulations so made or altered shall not be enforced until confirmed by the Governor of Bombay in Council, and that the disbursements from the Port Fund shall be subject to the sanction of Government.

"The Commissioner of Customs, for the time being, will be ex-officio President of the Board. The following gentlemen are appointed members:—

Captain John Young, C.B.
Henry Foreman, Esquire.
Augustus Karl Gumpert, Esq. (selected by the Chamber of Commerce).
Andrew Grant, Esq. (selected by Messrs. Campbell, Mitchell & Co., Lloyd's Agents in Bombay).

"The Master Attendant and Conservator of the Port will be executive officer for carrying out the Regulations of the Board."

The powers of the Board were afterwards, in March 1864, more particularly defined as follows:—

"The Harbour Board has the control of the whole Port and Pilotage Funds, but their disbursements require subsequent sanction by Government in recognition of the legitimate exercise of that control.

"All disbursements ordered by the Board should be made at once so far as the balance of those Funds in hand permit.

"An annual report of receipts and disbursements should be sent to Government for formal sanction.

"It is left to the discretion of the Board to ask for previous sanction any case wherein the amount or the character of the proposed expenditure makes the Board to doubt its legitimacy or expediency."

These arrangements were approved by the Government of India on the understanding that the cost of pensions for Pilots, and every charge for Pilot vessels and Pilot boats, whether permanent or occasional, not excepting the repair and renewal of the Boats, will be paid from the Pilotage Fund, and that between Port dues, Light dues, and Pilotage fees, the Imperial Revenue will be relieved from every charge, whether for Pilots, Light or Harbour conservancy, including all expenses under these heads, whether afloat or ashore.

Lighting of Bombay Harbour.

The Commission of Enquiry had two general schemes placed before them: the one merely a development of the present plan of placing Lights to indicate the points of danger; the other for placing Lights in the Fairway channel.

The principal Light proposed in the new scheme was to be placed on wrought-iron screw-piles outside the harbour in eight fathom water, a little to windward of the Fairway, to be called the Direction Light. Vessels would make for this Light, and after passing it would be guided by other inferior Fairway lights, either in floating light-ships or on screw-piles like the Direction Light.

The Commission concluded in favour of the old system of lighting the dangerous points rather than the Fairway passage, and recommended that it should be perfected by placing a light on the Island of Kennery to warn vessels from the shoals to the eastward of the harbour entrance. The Harbour Board subsequently recommended that the Colaba Light-House, which marks the western dangers, should be removed as far to the southward as possible.

Plans and estimates for these new Light-Houses are in preparation.

Light-House for Aden.

The P. and O. Company's Steamer 'Rangoon,' in December 1863, ran ashore in the Bay to the eastward of Aden. This accident led to a proposal for a Light-House, for which Ras Marsheg has been selected as the most suitable position. The Government is now in correspondence with the Government of India on the subject.

Deepening of Aden Harbour.

More than once during the last few years proposals for dredging Aden Harbour have been made on the supposition that the harbour is gradually silting up. Good evidence that there has been no perceptible change in the depth of the harbour during our occupation of Aden led to the rejection of these proposals. Last year, however, the proposal was renewed, because of the necessity for deepening the harbour and increasing the anchorage space.

Mr. Davies, the Agent of the P. and O. Company, wrote—

"On referring to Captain Dayman's survey of 1863, you will observe that the least water in the channel is 18 feet. This survey, however, was made during the season when the most water is to be found, and, as it frequently happens, towards the latter end of the year that we have 2 feet less; for all practical purposes therefore it should be called 16 feet, and this is quite insufficient even for the smallest class of steamers now making use of the Port. The loss of time experienced at one period of the year is well known, and I could, if called upon, give you numerous instances where the Mail steamers have been aground and detained for hours, but will be content with reminding you of the case of the *Nemesis* in December last, brought more directly before your notice by the Governor-General being on board, when the ship lay aground from 11 A.M. until 6-30 P.M.—a detention (though not at all unusual) to H. M.'s Mails, setting all other considerations on one side, scarcely warrantable when so easily to be obviated.

"The harbour being spacious, and the ground of a nature capable of being worked upon advantageously by a Dredger, I would beg you to bring the subject once more before the notice of Government, recommending the use of one in the channel, which could be soon deepened sufficiently, and afterwards kept clear enough to allow the Mail steamers to pass in and out at any state of tide.

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"The class of steamers now in the Mail service on this side are larger and draw much more water than those formerly employed, and these, as improvements are made, will ere long have to make way for others still larger, so that unless something is done shortly, they will be compelled to anchor outside, and thus lose much time by the delay in transporting coal to so great a distance—in the S. W. monsoon almost (occasionally quite) an impossibility, and always accompanied by risk both to life and property."

Lieut.-Colonel Merewether, the Political Resident, wrote—

"I am quite of opinion that improvements are needed to this harbour, and that if they are not carried out, the accommodation for shipping will be far below what the rapidly-increasing wants of the trade to and through this Port will demand.

"At one time last year there were 19 vessels at anchor in the harbour besides steamers constantly coming and going; the P. & O. have ten steamers always passing through this every month, and will shortly have four more when the weekly communication with Bombay is established. The Messageries Imperiale have four steamers going through monthly, and French Steam Transports with troops to and from Saegon are constantly passing. On one occasion there were five steamers at anchor closely packed, and this may often occur again. There will also shortly be Government Transports put on between Suez and Bombay for the conveyance of the annual reliefs of the British Troops by the overland route.

"In addition to those above mentioned there are steam-vessels belonging to the Egyptian Government, which, I am told, are about to be run regularly between Suez and Bombay.

"It constantly happens even now that the vessels of the Messageries Imperiale, and French Transports which are of great size, some upwards of 3,000 tons, and the largest class of vessels at present frequenting this Port, are obliged to anchor and coal in the outer roads for fear of grounding as they come into harbour or afterwards at their moorings. Many of the large sailing-vessels bringing coal have also to discharge a portion of their cargo in the outer roads—a most inconvenient and hazardous operation.

"I had a short conversation about this harbour with Captain Dayman, Commanding H. M.'s S. *Hornet* who resurveyed it in 1863,

before my arrival. He was of opinion that there had been little change in the harbour since Captain Haines surveyed it in 1836; that 'the fault lay in the large class of vessels which now frequented the Port.' Accepting this, I would observe that the remedy is undoubtedly to deepen the entrance channel and place of mooring to meet the new want, and we gain from it the cheering assurance that once deepened there is little chance of much change or refilling in a long course of years.

"I think, however, that if that able officer had again had an opportunity of reëxamining the harbour, he would have found that some changes had taken place, particularly where accommodation-piers had been run out from the shore. Wherever this has been done banks have either newly formed at their heads and sides, or previously-existing ones have increased. This seems to be particularly the case at the landing-pier on which the saluting-battery is placed. This was built to allow of boats landing people on it at all times of the tide. At the low period in November, when the tide was nearly out, I had to be dragged in a Somallee boat, the men wading for more than 20 yards through the soft clay bottom, the cutter in which I wished to proceed to a steamer not being able to near the bunder. It was on the edge of this same bank that the *Nemesis* with the present Viceroy, His Excellency Sir J. Lawrence, grounded on the 26th December last, and was detained six hours in consequence.

"I have inquired regarding the fact mentioned by Mr. Davies, of the water at one time of the year being two feet lower than the lowest mentioned by Captain Dayman, and find it is perfectly correct. At one time there is only 16 feet at lowest spring-tide in the channel passing the Light-ship. This is accounted for as follows:—During the South-West monsoon, and before, when strong easterly winds prevail, the water is pushed up as it were into the Gulf of Aden and will give a minimum of 18 feet. As the season changes, reaction takes place, and by about the end of the year the draw-out from the Gulf reduces the depth fully two feet, to 16.

"As to the best means of improving the present harbour there seems to be no doubt that dredging would be very easy, the bottom being chiefly soft mud, in some places sand; but taking into consideration all the circumstances, particularly what is mentioned in the 9th paragraph of this letter, it also is very probable that the dredging would only be a

temporary relief: the Dredge and its establishment would have to be maintained, and there would be no return against the expenditure.

"A Dredging-machine came to Aden in 1861, but owing to the cost of working, want of money in the Port Fund, uncertainty as to how it should be put up, and apparently from its being more wanted elsewhere, it was never unpacked here, but transhipped to Bombay, and is, I believe, now at Karwar.

"The question is, cannot something else be done for the harbour besides simple dredging, which will not only produce permanent improvement, but from which also some additional return may be looked for without having a continuous charge. I believe there can, and would submit the following for the consideration of Government.

"The Harbour of Aden is a large Bay some $3\frac{1}{2}$ miles broad at the entrance, narrowed rather more than half way up to one mile by a jutting headland from the Peninsula on the south side called Ras Hedjaf, and by a spit projecting from the mainland on the north. Above this point is where the native craft mostly come to, and land their cargoes at Mala Bunder not far from the Main Pass; below is where the shipping lie.

"Between Hedjaf and the Mole Battery, near the mouth of the harbour, there are three bays on the south side—one between Hedjaf and the point near the Golundauze lines, the next between that point and the Saluting Bunder, and the third between the Saluting Bunder and the Mole Battery. On the shore of the 1st the Messageries Imperiale have ground on which their coal is stacked, and a workshop set up for repairs of Coal-Barges, &c. On the 2nd there is a Hotel, Parsee Shops, and the Coal-store of the P. & O. Company. On the 3rd, Lines for the Harbour Establishment, Naval Storeroom, Police Court, Post Office, Government Condenser, P. & O. Condenser, and the Point Church.

"All these bays are shallow; the second is almost dry at low spring-tides, and injuriously offensive from filth thrown from the shipping being mostly carried and deposited there. The average depth of water in a straight line from point to point of the two first is 8 feet, of the last less than 7. Their breadth is, 1st about 900 yards, 2nd about 800, and the mean depth would be about 140 yards.

"If these three bays were closed by sea-walls carried from point to point as above mentioned, there can be no doubt the channel and

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mooring ground of the Harbour would be immediately and permanently benefitted by the scour of the tide being kept in a direct and certain line, instead of, as now, allowed to waste a good deal of its power by being permitted to extend into these side Bays. There would also be this further advantage, that a large tract of ground would be gained which would yield a good return to Government. Saying roughly the Bays are 900 and 800 yards across and have a mean breadth of 140, we should have (900 + 800 + 900) × 140 = 364,000 square yards of ground reclaimed.

"The present available grouud, which is by no means extensive, is being fast taken up, and before long, considering the rapidly-increasing trade and the certain demands for accommodation by the various companies which will use this port, as well as for the Government transports, we may look for a great portion of the new land being wanted, especially as the position would be so much nearer the shipping. A reclamation effected by the P. & O. Company has been repaid to them several times over by saving the cost of carrying their coal merely across a road.

"A portion of the new ground would be reserved for a broad road 60 feet wide, with 30 feet more for pathway along the sea-face to be planted with trees. This would take up 78,000 square yards; deducting that, there would still remain 286,000 square yards, which at the present rate of leasing, 2 pies per square yard, and all let out, would yield nearly 3,000 rupees per annum. A portion might be sold with the proviso attached that if ever required for military purposes Government should repurchase, giving fair compensation for all works or buildings on the removed ground so retaken.

"The cost would not be very great, as material for forming the wall is plentiful in the hills close at hand. Rough stones just tipped in the same manner as for the Groin lately made at Kurrachee would hold excellently well here; the barnacles soon cement all together. Unfortunately I have no data by me from which to form even a rough calculation; but if Government approve of the scheme, correct plans and estimates could be framed and submitted. One Bay might be enclosed at a time and the work carried out gradually.

"I am the more inclined to conviction that this work would improve the Harbour because, as will be seen from Captain Dayman's chart, the

deepest part of the Harbour is the portion near Flint Island, called the 'Pool.' This seems to have been formed by the contraction of the tidal way just above, caused by the Hedjaf point on the south and the spit on the north side. I do not think it would be advisable to close the passage between Flint Island and the Peninsula. Its being left open, and free course through it allowed for the ebb tide, would greatly assist in preventing the re-formation of the bank in front of the saluting-battery. The bank now there should be removed by dredging, and the channel into the Harbour widened and deepened by the same process; the substance would be most useful in filling in the reclaimed portion.

"The Acting Harbour Master expresses his opinion that 'the accommodation of the Harbour could be nearly doubled by the aid of a Dredging-machine. A reference to the chart of the Aden anchorage of 1863, surveyed by Captain Dayman, R. N., will show better than any explanation with what advantage a dredging-machine could be employed.' This would give immediate relief, but be a constant expense. For permanent benefit and the cheapest measure in the end, I would recommend the Bay-closing plan."

The Government called for copies of all the charts of Aden with a view to their being sent to the Secretary of State for the purpose of obtaining the opinion of Mr. Parkes, who designed the Kurrachee Harbour works. The charts have not yet been received.

Experimental Indus River Steam-Vessels.

The Court of Directors in 1857, with a view to providing the most suitable Boats for the River Indus, appointed a Commission to examine and report on the Steam-Boats in use and found to be best adapted for navigation of the rapid and shallow rivers in Europe, and in consequence of the Commission's report, made a contract with Messrs. Westwood, Baillie, Campbell & Co. to provide two Iron Steam-Boats, such as recommended by the Commission, for the navigation of the Upper Indus above Mooltan. These were named the *Phara* and *Oobhara*.

They made a contract with Messrs. James Watt & Co. for a large Troop Steamer, such as recommended by the Commission, for service on the Lower Indus. This was named the *Talpoor*.

These vessels were sent out in pieces and put together in the Keamaree Building-yard at Kurrachee. On the *Phara* and *Oobhara* being completed

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in 1863, the Marine officers of Government at Kurrachee and the officers of the Indus Flotilla Company agreed that they were not at all adapted for their purpose and were perfectly useless. But in order to secure a fair trial, the Indus Flotilla Company was asked to try the *Phara*. She made two trips from Kotree to Mooltan, and a Committee consisting of Commander Giles, the Master Attendant at Kurrachee, Lieutenant Bonus, R.E., and Mr. Howe, Conservator and Registrar of the Indus Navigation, then reported on the injuries she had sustained, and their conclusion was as follows:—

> "The Committee must observe that the whole damage (Engine-room excepted) points to far greater weakness in the frame of the *Phara* than is to be found in any other class of boats plying on the Indus. It must be remembered that the two voyages she has made were ran in the most favourable season of the year, when the Indus is quite smooth and of much the same character as the Punjab rivers, on which Mr. Wood (in his report before referred to) states she was designed to work, and with these rivers that gentleman is well acquainted. The Steamer could not, the Committee are of opinion, contend with the sea raised on the Indus by strong South-West winds in the inundation season, and they believe it would then be dangerous to attempt to work her on that river."

In consequence both the *Phara* and *Oobhara* were sold by auction.

The *Talpoor* was completed and launched in February 1864. In taking her round to the Indus, after proceeding about six miles in a smooth sea she began to break up. The engines were stopped, and the *Hugh Lindsay* steamer, accompanying her, endeavoured to tow her back to harbour, but she broke up completely and sank.

A Committee consisting of the same officers as those who reported on the *Phara* stated as follows:—

> "The Committee think it beyond their province to enter into detailed calculations as to the strength of the construction of the *Talpoor* as an engineering work. In fact they have no means of doing so, the necessary data not being obtainable, no specifications having been sent to India, and the vessel herself being submerged. They have consequently confined themselves to the consideration of the following points:—
>
> *First.*—Was the *Talpoor* put together in strict accordance with the working plans sent from England.

Secondly.—At the time of leaving port, was the *Talpoor* loaded beyond what she was intended by her designers to carry.

Thirdly.—Was the state of the weather on the morning of the accident such as to justify the Commander of the *Talpoor* in leaving port.

Fourthly.—What was the immediate and what the primary cause of the accident.

"On the first of these points the Committee would observe that the only materials furnished for the guidance of the Superintendent of the Kamaree Yard (who was entrusted with the erection of the vessel) were the working plans and an inventory of stores. The evidence of this officer and that of Mr. Bright, the foreman boilermaker, is conclusive on this head of the inquiry, and the Committee are decidedly of opinion that the vessel was erected under efficient superintendence, in strict accordance with working plans sent from England bearing the signature of Mr. Winter, C.E.

"As regards the second point, it appears from the evidence that at the time of leaving port the vessel, with the exception of about 7¾ tons of conservancy stores, had nothing on board but her own equipment and the coal necessary for the trip, the gross weight of the whole being about 175 tons, on a draught of 2 feet 3 inches, while in an extract from a letter from Mr. Winter (read by Mr. Nash, the Superintendent of the Building Yard, and given in the evidence) the following sentence occurs:—'at three feet draught she will carry about 400 tons, including fuel, and will go all the better for the load.'

"The Committee are therefore of opinion that on leaving port the vessel was not loaded beyond what her designers intended her to carry, or beyond what was absolutely necessary (for the trip).

"On the third point of inquiry the evidence shows that on the morning of the accident the weather was fine, and the sea quite smooth in the neighbourhood of the port, a very slight swell being felt as the vessel increased her distance from the harbour. Mr. Nash appears to have taken every precaution before leaving to ascertain whether it was a favourable day for the run across; indeed the general evidence on this point tends to prove that the water was smoother than it often is on the Indus during high winds in the inundation season. The Committee then con-

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sider that no blame is attributable to Mr. Nash, the commander of the vessel, for proceeding to sea.

"On the fourth point the Committee are of opinion that the immediate cause of loss was the breaking of the main girders of the vessel, and from the evidence it appears to them probable that the first parts to give way were some of the diagonals of one of the girders near or immediately below the point where the curved beam of that girder crushed. (The Committee proceeded to the wreck with the view of obtaining, if possible, direct evidence on this point, but were unable to do so, the vessel being a complete wreck, with her deck beams at low water below the surface). Lastly, the Committee attribute the primary cause of the accident to the excessive length of the vessel as compared with her depth, extreme slightness of build (her longitudinal strength consisting only of two arched girders 290 feet long and 18 feet deep in the centre), acted upon by the slight undulations of the sea. It is possible too that the shake of Engines working up to 1,000 actual horse-power, as described by her Chief Engineer, contributed to bring about the unfortunate result."

INDO-EUROPEAN TELEGRAPH DEPARTMENT.

Indo-European Telegraph Department.

The manufacture of the Sub-Marine Cable to unite Kurrachee with Fâo, a station at the mouth of the Shat-el-Arab, and the total length of which was about (1200) twelve hundred miles, was begun in England in February 1863 and finished in November. The Contractors for the manufacture of the Cable were Messrs. Henley & Co. of Woolwich, and the Contractors for laying it were Messrs. Bright & Clark of London. The direction of the whole undertaking was entrusted to Lieut. Colonel Patrick Stewart, *R.E.*

Kirkham, Marian Moore, Tweed, Assaye and *Cospatrick.*

The Cable was conveyed to Bombay in the five sailing vessels noted in the margin, four of which were provided with complete sets of machinery for paying out cable; and the transfer of one set of machinery from the *Assaye* to the *Cospatrick* was arranged for previously.

The vessels were all sent to Bombay, where their paying-out machinery, which had been stowed away for the voyage, was fitted up. They were towed thence by Steamers of the Bombay Marine to the different points whence their respective lengths of cable were to be laid.

The Sub-Marine Cable is divided into four sections, viz: —

		Miles.
1.	Cape Mouze to Gwadur	246·482
2.	Gwadur to Mussendom	357· 34
3.	Mussendom to Bushire	392·
4.	Bushire to Fâo.....	154· 20

The different sections were laid in the order and on the dates given in the subjoined statement, which also shows the tests taken before and after submersion.

The entire cable from Gwadur to Fâo was very successfully laid; the machinery and appliances worked perfectly, and not a single mishap occurred to necessitate either cutting the cable or detaining the vessels. However, after the Bushire-Fâo section had been laid to where the shore end was to be

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joined on near Fâo, an interruption suddenly occurred between that point and Bushire. It was ascertained by testing that the copper conducting-wire had parted about 92 miles distant. This was speedily rectified by the staff of Messrs. Bright & Clark, who were despatched for the purpose in the cable Steamer *Amberwitch*.

After some time the cable received further injuries between Mussendom and Kurrachee which have also been repaired; but the particulars will form part of the Administration Report for 1864-65.

Submersion of the Government Cable in the Persian Gulf, February to May 1864.

SECTION.	Name of Ships.	Commenced paying out.		Finished paying out.		Length of Cable paid out.	Total.	Tests before Submersion.		Tests after Submersion.		Remarks.
		Date.	Hour.	Date.	Hour.			Dielectric in Million units of miles.	Conductor Resistance per mile.	Dielectric in Million units per mile.	Conductor Resistance per mile.	
						Naut. miles						
Guadur-Mussendom.	Kirkham	4th Feb.	P. M. 9	6th	P. M. 10· 30	187·009		354·	6·62	320	6·68	
	Marian Moore	7th „	4·30	9th	12· 40	170·331	357·34	347·	6·76	353	6·68	
Mussendom-Bushire.	Tweed	18th Mar	P. M. 6	21st Mar.	P. M. 9	351·03		280·8	6·33	339	6·30	
	Assaye.....	23rd „	2·18	23rd „	A. M. 10	40·97	392·	331·	6·58	341	6·50	
Bushire-Fâo.....	Assaye.....	26th Mar	P. M. 2·50	27th Mar	P. M. 7· 20	140·59		368·7	6·89	611	6·67	*N.B.*—The total length was given by Mr. Laws to be 155·5 miles, though the test record shows only 154·20 miles. These last tests were made at Fâo after all the shore pieces were across the mud.
	Amberwitch..	„ Apl.	..	....	..	8·90		No	Tests	518	6 76	
	In boats and across the mud.	12th „	..	....	..	4·12	154·20	..	..	..	....	
Guadur-Kurrachee .. (Cape Mouze)	Assaye.....	3rd May	P. M. 5·10	4th May	P. M. 11	149·821		194·	Not taken: very strong magnetic electric current.	246	6·60	The final test after submersion was made by Mr. Walker at Guadur Station.
	Cospatrick ..	12th „	5·45	13th „	A.M. 9	86· 17		224·		289	6·50	The *Cospatrick* anchored 10 miles off Cape Mouze.
	Boat	....	..	....	..	10·491	246·482	..		..	....	The Cable was buoyed and the remainder paid out in a boat.

N.B.—159·81 miles of Cable had been paid out from the *Cospatrick*, but 9.989 miles were picked up by Mr. Webb, which leaves 149·821 miles paid out from the *Cospatrick*.

ECCLESIASTICAL.

The following are extracts of a report by the Lord Bishop of Bombay :— Ecclesiastical.

The Clergy.

" During the year the unusual reinforcement of six newly-appointed Assistant Chaplains has brought up the number of Clergymen on the list to twenty-nine, leaving yet one vacancy. Six, however, are now absent on furlough or on sick certificate, so that those on service are not more than twenty-three—a supply inadequate to fill the recognised appointments, which are ordinarily twenty-five, but, including Mahableshwur at this season, twenty-six. The Fort Chaplaincy therefore in Belgaum, as well as Dapoolie with Rutnagherry, and the Harbour Chaplaincy in Bombay are unoccupied.

" In my last report I regretted that Hydrabad and Kotree in Sind had been for a long time unprovided for, and that no pastoral attention had therefore been practicable in the Upper Sind stations. This defect has now been remedied by the appointment of the Reverend C. Reynell to Hydrabad, by whom, in the course of the cold season, a visit was made to Sukkur, Shikarpoor, and Jacobabad.

" I beg leave now to draw your Excellency's attention to the subject of my letter to Government, No. 12, dated 7th February 1863, and to the communication from the Right Honourable the Secretary of State made to your Excellency in Council by a despatch dated 30th May, in reply to the recommendation with which my statements had been honoured, to the attention of the Home Government.

" My request had been for an addition of six to our Ecclesiastical Establishment, to meet the wants of the Presidency Town and other Stations.

" The Secretary of State desired fuller information, and intimated an opinion that something might be attempted in this Presidency similar to what is done in Bengal and Madras for the pastoral care of the smaller stations in the interior, and in the Town of Madras itself, for such Europeans as are not in the service of Government.

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" Acting on this last suggestion, I communicated with the Clergy of Bombay with a view to ascertain how far additional ministerial services might be procurable there by funds supplied independently of Government altogether. I also addressed myself especially to the Diocesan Committee of the Incorporated Society for the propagation of the Gospel, entering into some details as to the wants of that important and increasing portion of the European residents in Bombay who are considered to have no claim for spiritual provision at the hands of Government, but are rapidly outgrowing the reach of the existing Clergy.

" At the same time I pressed on the attention of the Diocesan Committee the necessity of extending a work on which they had already entered, as far as their agency allowed, for the benefit of the Europeans to be found on the lines of Railway up the country.

" But as to any of the stations on the list of recognised Government Chaplaincies I did not see how the principle of dependence on aid from extraneous sources could be applied. In fourteen out of the twenty-five ordinary appointments the care devolving on the Chaplain is that of a large Military station. Of the remainder, six are Military stations also, though not so large, but they include a considerable body of the Civil servants of Government, and most of them have one, two, or three outlying stations attached. From none of these therefore could it be contemplated to withdraw the Government Chaplain. Four other appointments are in the Presidency Town, two being the Cathedral Chaplaincies, one that of Byculla and Tanna, and one the Harbour; and as to these also it could hardly be proposed to alter the existing arrangement. One appointment only remains, that to Dapoolie and Rutnagherry; and this, I am sorry to say, for lack of sufficient clerical strength, I have seldom known to be occupied. It is, however, the only appointment as to which any doubt could be entertained of its urgent claim on Government. And yet, except from Government, I see little hope of the residents at these places receiving any attention. Even if funds were forthcoming for a Clergyman's maintenance, I am not sanguine, after the experience I have had that any earnest and effective person would come out from England to take such charges, and I do not expect therefore to see their necessities supplied from that quarter. The utmost I can hope for them is the occasional visits of our Clergy, as they may be able to afford them, or the temporary sojourn of some Chaplain, whose infirm health may need a brief repose.

Ecclesia

"Returning, however, to the Secretary of State's Despatch, I would observe that the places which I named as needing more pastoral care appear to me to be such as Government would hardly throw upon voluntary aid—Bombay excepted. Khandalla, for example, an outstation of Poona, is for eight months in each year a depôt for Troops, always considerable in number, sometimes as many as eight hundred. Kurrachee is a station with always a large force in its Cantonment, seven hospitals wide apart, and an important outlying station at Manora Point, the residence of Government officials. Upper Sind has a circle of stations now but rarely visited, the residents in which are almost entirely on Government service. Dharwar, besides a wing of a Native Regiment with its European officers, has the establishments of a Judge and Collector, and other persons who are or have been in Government employ. These are not communities for whose benefit, I conceive, appeals can with propriety be made by Government to parties, all of whom are very sensibly crippled in their resources by the present financial pressure in this Presidency.

"Nor can I fail to repeat a remark which I made in my letter of February 1863, that if certain stations seem to be comparatively small, it must be remembered that it is by providing for these a reserve is created on which to draw in times of necessity. At this moment we have six absentees, but we have had eight, and even ten. To keep therefore the number of the Clergy at what it is will, it is morally sure, perpetuate vacancies in appointments already recognised, as well as leave various communities of Government servants still destitute of almost all pastoral care.

"At Kotree, in Sind, as your Excellency is aware, there is some prospect of providing a Clergyman independently of the Ecclesiastical service; but this will not reduce the number of Government Chaplaincies; it will only lighten, and this will be no small gain, the duties of the Chaplain of Hydrabad, and enable him to do more in that important station.

"I will take the liberty to add that much of the Despatch from the Secretary of State appears to me to be written under the impression that our outlying stations in this Presidency are, like many in Bengal and Madras, occupied to a large extent by European or Eurasian planters and settlers, not a few of them able to contribute liberally towards a

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Clergyman's maintenance. This, however, is not the case. Not one of the stations either already recognised, or recommended for consideration in my letter of February 1863, answers to this description. Each one is the residence of persons in the public service, and may be said to be of strictly Government creation.

" It has been my duty to enter into these particulars with a view to place before your Excellency in Council, for the information of Her Majesty's Secretary for India, the grounds on which I venture still to hope for an increase to the Ecclesiastical Establishment of this Presidency.

Churches.

" The pleasure with which I record the commencement of a new Church at Poona, and also of another at Kirkee, is blended with a grateful sense of your Excellency's personal interest in both these works, as attested by the foundation-stone laid by your own hands. The former, I apprehend, will not be ready before the increase in the European population of Poona will quite require it, nor the latter before the dilapidated state of the present Church will demand removal on the part of the congregation to another. I would beg to suggest that if the Soldiers' Chapel at Gorporrie in the Poona Cantonment—a good building erected by subscription—were enlarged, as it might be at a reasonable cost, the advantage would be very great. The Troops at Gorporrie would then be spared the long march to Saint Mary's Church, and could at all seasons attend public worship without any difficulty. Meanwhile Saint Mary's Church being no longer required for troops on the evenings of the Lord's day, would be open to the numerous families of all classes, which in a few years will, I incline to believe, be glad to frequent not that edifice only but the new Church of Saint Paul also. In my last report I alluded to Nusseerabad as still unsupplied. I beg to offer my thanks for the steps which have been taken to remedy this deficiency; at the same time I will request that orders may be given to obviate delay, for the present arrangements at that large station are of the most unsuitable character. One Church only has been consecrated during the year—that at Steamer Point in Aden. It is a commodious and appropriate building, equally accessible to the troops on shore and the crews of the vessels in the harbour. The settlement is indebted for this Church not only to the liberal aid which Government has given, but also to

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the contributions of a most varied list of subscribers, including very many passengers in the steamers touching at the Point. Of the proceedings respecting the Church commenced long ago in Aden Camp, your Excellency is informed by recent correspondence on the subject. Personal inspection has convinced me that the prosecution of that design, modified in some degree to reduce expenditure, is the right decision."

An application for the pay of the Bombay Chaplains to be made equal to that of the Chaplains of the Bengal Presidency was this year refused both by the Supreme Government and the Secretary of Sate for India.

PUBLIC INSTRUCTION.

Financial.

The Budget grant for objects under the Director of Public Instruction was at the beginning of the year per annum..... Rs. 5,18,932

In the month of November 1863 Supplemental Charges were admitted to the extent of Rs. 59,988, and in January a further sum of Rs. 80,000, making a total of 1,39,988

6,58,920

These extra funds were applicable to—

1*st.*—Various Government Schools 18,880

2*nd.*—Travelling allowance of Assistant Inspector, Central Division, and his establishment..... 1,608

3*rd.*—For appropriated Grants-in-aid..... 24,500

4*th.*—Reserve Fund for meeting other applications for Grants-in-aid..... 15,000

5*th.*—Advance for the purchase and publication, &c. of books. 80,000

At the end of the year a further sanction of Rs. 1,02,200 per annum was received to be expended on—

	Per Annum.
1. Seniority allowances to Professors.....	Rs. 7,200
2. Improvement of High Schools.....	20,000
3. Grants-in-aid	75,000
	Rs. 1,02,200

but the sanction did not come in time to allow of any portion of it being expended during the year under report.

Of the Rs. 6,58,920 sanctioned, a great part was from various causes not expended, the principal being the delay which occurred in the arrival of the sanction for the Budget grant. This did not finally reach Bombay till the month of January 1864. The Finances of the Department have been further augmented by—

Financial.

1*st*.—Contributions from the people.

2*nd*.—Fee receipts.

3*rd*.—Appropriation from Municipal Fund.

4*th*.—Donations from private liberality.

5*th*.—Assignments from Local Funds.

These last, however, have not yet been made available.

The Contributions from the people amount to the large sum of Rs. 76,186-5-6.

This would seem to show an increasing desire for education among the masses; a knowledge of English is specially sought. The Fee receipts have increased and amount to Rs. 83,084.

The following table of Fee receipts contrasted with those for 1862-63 shows an increase of Rs. 5,409 :—

	1862-63.	1863-64.	1863-64.	
			Increase.	Decrease.
	Rs.	Rs.	Rs.	Rs.
Central Division	48,204	59,295	11,091*	....
Northern Division	13,507	14,600	1,093	....
Southern Division	14,205	7,169	....	7,036*
Sind Division	1,759	2,020	261	....
Total ..... Rs.	77,675	83,084	12,445	7,036
Deduct Decrease			7,036	
Net Increase ..... Rs.			5,409	

Municipal assignments for Education have been granted as follows :—

	Rs.	a.	p.
Northern Division	5,550	0	0
Central Division	2,014	12	0
Southern Division	860	0	0
Sind Division	5,151	12	2
Total .... Rs.	11,576	8	2

* The apparent increase and decrease are due to the transfer of districts from the Southern to the Central Division.

Liberality of Private persons.

In the Northern Division about two lakhs of rupees have been promised or given during the year for Schools, School-houses, Libraries, Scholarships, &c. In the Central Division a donation of one lakh of rupees has been presented by Sir Jamsetjee Jejeebhoy, Bart., for the purpose of erecting suitable buildings for the Poona College, and Rs. 50,000 have been contributed by Mr. Cowasjee Jehangir towards the erection of a building for the Engineering School at Poona, which it is proposed to raise to the rank of a College.

Assignment from Local Funds.

The scheme so long advocated of a special Fund for local objects having obtained the sanction of the Local Government in September last, collections under this head have been set apart for local purposes. But of the funds so set apart only a small portion has as yet been declared available for Education, viz. the portion of the Cess (varying from $\frac{1}{3}$ to $\frac{1}{2}$) levied in some districts in addition to the land revenue. The question of devoting a part of the Chilhur Funds for Education has again been revived. This Fund, though long since promised by the Local Government for this object, has not yet been given. Considerable difficulty has been felt both by the Educational and Revenue officers as to the administration and apportionment of the Local Funds.

Progress.

3. There has again been a slight increase in school attendance notwithstanding the effects of a severe visitation of cholera in the Deccan. The Gujerathi and Marathi districts have maintained their steady advance. In the Southern or Canarese Division improvement is perceptible, and the demand for education is on the increase. Efforts have been made to increase the supply of Masters and improve the present ones; but great results must not yet be looked for. Throughout the division but few native-born Canarese are to be found who have received anything like an advanced education. North Canara is specially backward. *Sind.*—The prospects of education are still not brilliant. Mr. S. Mansfield, the Commissioner, writes under date March last as follows: "Sind labours under great difficulties in the language introduced by Government for education. The only persons disposed to allow their children to learn it are the Government servants and those who wish to obtain Government employment. The agricultural population, if they educate their children at all, have them taught Persian only, and the trading community Bunnia Sindee, which is quite a distinct language from that taught in the Government schools. Supposing therefore that the machinery at the disposal of Government for the diffusion

Progress.

of Vernacular education were the most perfect, the number who would take advantage of it would be extremely limited." He suggests a reduction in the number of Sindee schools, of which he would not have more than a dozen, but those of a higher stamp than the present ordinary Vernacular. That there is truth in his argument that the people do not appreciate these schools appears from the fact that fourteen of the sixty-four Vernacular schools in the province had to be closed during the year, though this was partly occasioned by a want of competent masters. His recommendations will be carefully considered.

Arrangements have been made for the liberal reorganization of the Hydrabad and Kurrachee schools. The former will be a First Class High School, with a Vernacular Normal College attached; the latter a High School of the Second Class. Both will be partially supported by Local Funds.

There are two young Sindees under College training and one in the Central School at Bombay. In a few years we may hope to have a staff of native Sindees capable of inspecting and conducting the education of their countrymen.

Classification.

4. Hitherto, in the reports of this Department, Education has been generally classified under the heads of (1) English, (2) Vernacular, (3) Industrial education. A division more suitable to the condition of general education in India has been lately suggested by the Supreme Government, viz:—(1) Superior, (2) Middle, (3) Primary. Besides these there must be separately classed (4) Normal Schools, (5) Schools for special education, and lastly miscellaneous educational objects.

Superior Education.

5. General confidence has been expressed in the University tests. Referring to these tests the following are the performances of pupils from the Government Schools and Colleges:—

Passed the Matriculation Examination.

From Elphinstone College	17
From Poona College	10
From Elphinstone Institution	8
From Surat High School	6
From Poona High School	8
From Ahmedabad High School	2
From Poona Engineering School	1

Superior Education.

First Examination in Arts.

From Elphinstone College	12
From Poona College	4

Examination for B. A. Degree.

From Elphinstone College	5
From Poona College	1

Examination for M. A. Degree.

From Elphinstone College, in the branch of History and Political Economy	1
From Poona College, in the branch of Sanskrit and English.	1

First Examination for Licentiate of Medicine.

From Grant Medical College	1

Examination for the degree of Licentiate of Medicine.

From Grant Medical College	3

Elphinstone College.

The average attendance this year was 82 against 74 last year. This shows a slight increase. A main feature in the history of the College is its increasing popularity with the richer class of natives, especially Parsees. The College has been fairly successful, as will be seen from the returns of students who have passed the various University examinations; but it has been found that the students are uniformly weak in mathematics. It may be noticed here that for the first time four students passed their First Examination in Arts in Latin.

In November Professor Sinclair returned from England, and Professor Candy was then transferred to Poona College.

A Drawing Class has been formed and is attended by an average of 50 students.

The Government contribution to Elphinstone College amounted to Rs. 32,238, which, however, includes a sum of Rs. 4,000, the amount of a pension to the late Principal, Dr. Harkness. At the end of the year the sanction of the Supreme Government arrived for Seniority allowances to Professors, but these only came into force from the commencement of 1864-65. This arrangement is equitable, as affording a prospect of an improved position to persons who, as contrasted with officers in other departments, were hitherto unfavourably situated.

Poona College.

Under the superintendence of Mr. Wordsworth the College has continued to advance. The average attendance is 51 against 54 last year. The numbers do not increase owing to the poverty of the Brahmins of Poona, and their consequent inability to defray the necessary expenses of their sons' education. By the liberality of Sir Jamsetjee Jejeebhoy a special building for the College will shortly be erected, he having presented the College with a lakh of rupees for that purpose. A site has been decided on and approved by the Secretary of State. In September Mr. Oxenham arrived from England to take up the Professorship of English Literature. Professor Draper having been appointed Assistant Inspector, Central Division, in December, his place was supplied by the transfer of Professor Candy from Elphinstone College.

High Schools.

Of the 56 students who matriculated during the year, 24 were from the four High Schools at the Presidency, Poona, Surat, and Ahmedabad; of these, seven were assistant teachers. The numbers from each school were as follows:—

	Boys.		Assistant Masters.	
	Passed.	Failed.	Passed.	Failed.
Central School (at the Presidency).....	*8	15	....	.. .
Poona High School	4	4	4	1
Ahmedabad High School	1	1	1	3
Surat High School	4	* 3	2	6
Rutnagherry High School	....	....	....	....
Belgaum High School.....	....	....	....	....
	17	23	7	10

The general result is fairly satisfactory, as showing that two of the Mofussil Schools—those of Surat and Ahmedabad—have begun to train candidates successfully for matriculation. Belgaum and Rutnagherry, from which similar results might have been expected, each of these schools having enjoyed the advantage of an English Head Master, are from other causes still behind hand.

Only six High Schools were in existence during the year. The following table gives statistics of the attendance at them:—

High Schools.

	1862-63.		1863-64.		Increase.		Decrease.	
	Schools.	Scholars.	Schools.	Scholars.	Schools.	Scholars.	Schools.	Scholars.
Central Division	3	1,200	4	1,213	1	13	..	....
Northern Division	2	351*	2	390	..	39	..	....
Southern Division.....	1	144	1	157	..	13	..	....
Total....	6	1,695	7	1,760	1	6 5	..	....

At the end of the year a sanction arrived from the Supreme Government, which, in addition to previous grants, and with the aid of Local Funds, will permit the organization of a complete set of High Schools for the Presidency, to be arranged in two classes:—

CLASS I.

Central Division. ..... { Central Schools, Bombay. / Poona High School.
Northern Division. ..... Ahmedabad and Surat.
Southern Division. ..... Belgaum.
Sind Division. .. .. Hydrabad.

CLASS II.

Central Division..... { Rutnagherry. / Dhoolia. / Sattara.
Northern Division. ..... Broach.
Sind Division..... Kurrachee.

Exhibitions.

The scheme of granting exhibitions to be held at Colleges and High Schools, which forms such an important part of the organization of High Schools, has been fairly brought into operation. In the Central Division a system of affiliation to the Central School and Poona High School of the other English Schools of the Division has been attempted and found to work well as regards the schools within easy reach; but the outlying schools of Rutnagherry and Dhoolia have not been able to find boys willing to take up the exhibitions. It is satisfactory to find that of the 4 students from the Poona School who succeeded in matriculating, 3 were exhibitioners. The exhibitions given in the Rutnagherry School itself to deserving boys are

* This does not include pupils in the Branch Schools subordinate to the High School.

Exhibition.

reported by the Head Master to be a real boon to poor intelligent students, and to excite a healthy emulation among them.

In the Northern Division the system has been decidedly beneficial in reinforcing and improving the material of the High Schools. Still it is found difficult to overcome the unwillingness of boys to leave their native villages or provinces. From this Division one exhibitioner matriculated.

In the Southern Division the difficulty abovementioned is specially felt; the desire for anything beyond an education qualifying for employment as a clerk or subordinate Government employ is almost unknown. The experiment has, however, scarcely yet been fairly tried, the amount available for exhibitions being only Rs. 39 per mensem.

In Sind three exhibitions have been gained by successful competition.

On the whole it would be premature to express a decided opinion as to the success of the scheme. In the case of poor boys it will probably have the effect of inducing them to remain on at school or college longer than they otherwise could afford to.

The following table shows the exhibitions given in each Division :—

Division.	No.	Value monthly.	To what College or School.
Central Division	10	5	Central School, Bombay.
	26	4	Central School, Bombay.
			Poona High School.
			Dhoolia High School.
			Rutnagherry High School.
	39	3	Poona High School.
			Rutnagherry High School.
			Dhoolia High School.
			Sattara Anglo-Vernacular School.
			Ahmednuggur ditto.
			Nassick ditto.
Northern Division	2	10	Elphinstone College.
	1	5	Central School, Bombay.
	28	5	Ahmedabad High School.
		4	
		3	
	12	5	Surat High School.
		3	
	8	5	Broach English School.
	6	5	Neriad English School.
Southern Division	2	10	Central School, Bombay.
	2	5	Belgaum High School.
	2	3	Ditto ditto.
	1	3	Sholapoor Anglo-Vernacular School.
Sind	3	....	Hydrabad English School.

Central School, Bombay.

Mr. Burke resigned in January and no successor was appointed till the 18th March, when Mr. Jeaffreson, a gentleman who had come out from England as tutor to the sons of Sir Jamsetjee Jejeebhoy, was appointed. The school still maintains its lead, but it has really never been properly organized; many defects in its internal arrangements have been pointed out by the new master and will shortly be remedied.

Poona High School.

In this school great inconvenience has resulted from constant changes in the teaching staff, eight of the fourteen Assistant Masters and Tutors having been changed during the year. The Head Master is of opinion that the admission of unmatriculated students to the colleges robs his school and the Central School of many of their best students, and thus of the credit of matriculating them. Those who fail almost invariably go at once to the colleges, and thence eventually pass. The principle advocated by Mr. Kirkham is no doubt generally correct, but the time has not arrived for its absolute enforcement.

Ahmedabad High School.

The teaching staff has been strengthened during the year, but is still below the requirements of a High School. Sanskrit has been made a special study, and a Drawing Master has also been appointed. By the opening of the Railway, Bombay will soon be made so accessible that students will be less unwilling to undertake the journey necessary before they can matriculate.

Surat High School.

Here also the study of Sanskrit has been introduced, and a drawing class has been formed with some success. An attempt has been made to start a boarding-house for exhibitioners to the school. There were six inmates at the close of the year.

Rutnagherry High School.

A new school-house capable of containing about 180 scholars has been completed and entered on during the year. A promising feature in the year's history of this school is that during the last few months the lower classes have been gradually filling with the sons of the wealthier inhabitants, but it is found that few of the boys remain long enough to be prepared to matriculate. Conkanee boys are much in request as Carkoons, and are under greater temptations to take remunerative employment before their education is completed. The Conkanee Brahmins, from whom as a class the school is chiefly recruited, are mostly in indigent circumstances. An extension of the number of free students to 10 per-cent will be introduced in 1864-65 to be hereafter increased to 20 per-cent. There appears but little chance of this school succeeding in matriculating students for some time to come.

Belgaum High School.

This is still in a backward state, and as long as it is under the divided control of the Political and Educational authorities, will not thrive. A reference to Government has been made on this subject. The Head Master retired on pension at the close of the year and a new Head Master has been appointed. A special teacher for Canarese, the vernacular of the division, was appointed in February. The study of Canarese has been too much neglected hitherto. In illustration of this it may be mentioned that at the annual written examination not a single student even attempted a translation from English into Canarese, and this though 60 of the students on the Register are Canarese by birth. Three students competed for exhibitions at the Poona Engineering School, but, though all successful, were unable to take up the exhibitions through poverty. Here, as in Rutnagherry, the boys accept remunerative employment in preference to prosecuting their studies.

Middle Class Schools.

6. In these are included Anglo-Vernacular schools only. These are of two classes—those in which instruction is mainly conveyed through the medium of English, and those in which English is taught in the upper classes as a language, the vernacular being the medium of general instruction. To this class have been raised during the year most of the schools which had previously been Superior Vernacular. Of the remaining Vernacular schools, the few which were formerly ranked as Superior hardly merit the name, and being mainly designed for the education of the masses, are now included in the primary schools. The following table gives the general statistics of Middle Class Schools, but the comparison with last year's results is not very close:—

	1862-63.		1863-64.		Increase.		Decrease.	
	Schools.	Scholars.	Schools.	Scholars.	Schools.	Scholars.	Schools.	Scholars.
Central Division	10	1,313	40	5,224	30	3,911	..	....
Northern Division	19	2,377	29	3,864	10	1,487	..	....
Southern Division.....	1	72	11	1,376	10	1,304	..	....
Sind Division	4	335	4	328	..	....	..	7
	34	4,097	84	10,792	50	6,702	..	7
Deduct Decrease					..	7		
Net Increase.....					50	6,695		

Primary Schools.

7. The following table for the year under report shows an apparent decrease of schools and attendance as contrasted with last year, but this is solely owing to the fact that a large number of what were Primary Schools have this year been raised to the rank of Middle Class Schools. The net decrease (stated below) of 19 Schools and 3,106 Scholars, when deducted from the net increase in the previous table of 50 Schools and 6,695 Scholars, still leaves an increase on both classes of schools of 31 Schools and 3,589 Scholars:—

	1862-63.		1863-64.		Increase.		Decrease.	
	Schools.	Scholars.	Schools.	Scholars.	Schools.	Scholars.	Schools.	Scholars.
Central Division	428	25,179	402	22,434	..	....	26	2,745
Northern Division	153	9,071	172	9,979	19	908	..	....
Southern Division.....	95	6,844	95	5,821	..	....	..	1,023
Sind Division	64	2,178	52	1,932	..	....	12	246
Total	740	43,272	721	40,166	19	908	38	4,014
				Deduct Increase			19	908
				Net Decrease			19	3,106

Special—Grant Medical College.

8. During the year no matriculated student has joined the college. The hope entertained by the Principal, adverted to in Mr. Howard's report for 1862-63, that "the crisis has passed," proved illusory. The fact is that the openings for Natives in the way of Medical appointments in the service of Government, or inducements generally to enter the Medical profession, are so small as compared with those in other careers open to educated young men that a regular blight of the college is the result. The attendance shows a slight improvement on that of last year. Eighty-eight students attended the college, viz. 27 in the English class, 28 in the Vernacular class, and 33 student apprentices. Four of the matriculated students went up to the First Examination for the Degree of Licentiate of Medicine in the University of Bombay, of whom one passed. Three students presented themselves at the Second Examination for the Degree of Licentiate

of Medicine. All three passed, and received their degrees at a Convocation of the University.

Law School. The classes have been conducted as usual. The school now contains a class of Graduates in Arts who are reading for a Law Degree.

School of Arts. The Honourable Rustomjee's scheme will give this school the practical stamp which is required. The drawing classes opened at Ahmedabad and Surat High Schools and Surat Industrial School are taught by teachers trained at this school,

Engineering School, Poona. A scheme for reorganizing and adapting this school to the requirements of the University and the expected demand for Engineers from Committees of Local Funds is under consideration by Government. One part of the scheme has been already introduced by the engagement of qualified teachers of Chemistry and Mathematical Physics.

Cursetjee Furdoonjee Paruk's Art and Industrial School. At Surat was opened in September last through the liberality of Mr. Cursetjee Furdoonjee, who has endowed it with Rupees 50,000 and presented it with a suitable building. The course of instruction comprises the elements of drawing and the practical teaching of the useful arts of carpentry and working in metals. At the close of the year 30 boys were attending the drawing class, 19 the carpentering lessons, and 9 those for instruction in the working of metals. In drawing the pupils have made excellent progress ; in carpentry they can already make legs of forms, tables, &c. ; in working in metals the progress is not so decided. Orders for work to the value of Rupees 7,472-7-6 have been received by the school, out of which work to the value of Rupees 1,911 has been turned out. It was placed under the management of a Native Master trained in the School of Arts at Bombay. These results are satisfactory and creditable to the Honorary Secretary, Mr. Roonan, and the Manager. Much is also due to the friendly aid of Mr. Bayley, Deputy Chief Engineer of the Bombay and Baroda Railway.

Vernacular College, Poona. Has been placed under the management of an English Head Master with a strong staff of Native Assistants. Its aim is to give a liberal education through the medium of the vernacular. Admission is no longer confined to paid scholars in training for masters. Its professed object has been but partially attained. The college has required much fostering ; its expenses are entirely defrayed by Government, and of the 92 students on the register at the close of the year, 81 were stipendiary and 6 free. As a training college it has succeeded in supplying the Central Division with 56 Masters and Assistant Masters during the year.

Ahmedabad Training School and Vernacular College.

As a training school has succeeded in furnishing 44 Masters and Assistant Masters to the Northern Division. The Masters of the High School have assisted in teaching Sanscrit and Mathematics, but the general standard is not yet sufficiently high for a Vernacular College.

Belgaum Normal School.

Has for the first time been placed under a competent staff of Masters and made some progress. It is still purely a training school for Masters, and all its efforts must be devoted to this end for some time to come; the crying want of the division is, and has been for years past, that of competent Masters. The number of scholars has been raised from 12 to 40, exclusive of 9 students who have been sent out as Assistant Masters during the year.

Hydrabad Normal School.

This as well as the Branch Normal class at Sukkur must, it is to be feared, be pronounced inefficient from the want of qualified Sindee teachers. It has furnished three Assistant Masters during the year, and has 17 scholars on its register. The branch at Sukkur sent out one Assistant Master.

No reports have been received from the David Sassoon School of Industry, Bombay.

Miscellaneous—Grants-in-aid.

9. In November 1863 provisional rules for grants-in-aid on the principle of payment by results were sanctioned by Government. They were confessedly of a tentative character, and were promulgated in almost complete uncertainty, both as to the fitness of the standards and the propriety of the scale of payments which they offered. Care was only taken that the standards of Education should not be fixed too low and that the rate of payment should not be fixed too high, as it was felt that it would be more easy afterwards to improve the terms offered than to withdraw any offer that had once been made. It has been found that the rules require revision, and the whole subject is now under the consideration of Government.

Dr. Haug's Journey to Guzerat.

This gentleman was directed during last cold weather to make a tour through Guzerat for the purpose of visiting the old Libraries of Nowsaree, Broach, and elsewhere, and examining and purchasing for Government any valuable Zend, Vedic, or Pehlvi MSS. he might meet with. He was successful in purchasing several Pehlvi treatises of particular interest and importance to students of the Parsee sacred books, especially several old Zend and Pehlvi Glossaries, containing, besides the meaning of a large number of words, several remarks on Zend Grammar. Dr. Haug reported these to be quite unknown im Europe, and on his recommendation Government have sanctioned their immediate publication in such a form as to be useful to the European public.

Book Department.

(*a*) The number of subordinate Depôts has increased from 500 to 581; the new ones are chiefly in Guzerat; (*b*) 265,974 books in English and Vernacular, value Rs. 71,821-10-2, have been added to the stock during the year; (*c*) 3,33,831 English and Vernacular books to the value of Rs. 1,22,305-3-7 have been issued from the Central Depôt.

The department has at length begun to pay the advances taken from the Treasury. During the year Rupees 71,241-5-7 have been drawn from and Rupees 81,557-8-1 paid into the Treasury. The total amount of advances taken from the Treasury since the establishment of the Book Depot is 3,90,066 4 6

The total repaid up to close of 1863-64 is 1,84,329 8 8

The Balance which the Book Depôt is liable ....Rs. 2,05,736 11 10

To cover this balance there is a stock of books which stands in the Curator's accounts at Rupees 3,32,165 15 4, but probably they could not be sold for anything approaching that sum.

SIND.

Education—English.

The following table shows the number of English Schools in Sind:—

Districts.	Number of Pupils.		Increase.	Decrease.	Remarks.
	1862-63.	1863-64.			
Kurrachee	136	152	16	....	Net increase 55.
Hyderabad	92	134	42	....	
Sukkur	42	45	3	....	
Shikarpoor	34	28	....	6	

There are also the undermentioned Private Schools conducted by Missionaries and Associations:—

In Kurrachee.

The Mission School, established in 1846, conducted by the Reverend J. Sheldon. Average daily attendance 52.

In Kurrachee.

The European and Indo-European School, established in 1854, maintained by Subscriptions and Fees, besides a monthly grant-in-aid of 80 Rupees from Government and 50 Rupees from the Municipality. The affairs of this School are administered by a Managing Committee elected by the supporters of the Institution. Average daily attendance 65.

The Saint Patrick's School, under the charge of the Reverend Father Willy, supported like the preceding, but with a monthly grant-in-aid of 50 Rupees only from Government. Average daily attendance 74.

In Hydrabad.

The Church Missionary Society School, established in 1862; conducted by the Reverend Andrew Burn. Average daily attendance 33.

The study of English in the Government Schools in the province is not so advanced as it should be. But the measures which have been proposed by the Director of Public Instruction of establishing a High School at Hydrabad and Kurrachee under competent European Head Masters, with able Native Assistants, will, it is hoped, effect a vast improvement in this respect.

The European and Indo-European School at Kurrachee was examined in October last by the Reverend Mr. Stead and the Educational Inspector, who state that the result was not so satisfactory as could have been wished, but that the School was labouring under disadvantages. "Hopes," however, "are entertained that it will make great strides under the new Master and Mistress lately arrived from England."

The St. Patrick's School was visited during the year by the Educational Inspector, who thus records his opinion: —

"Lieutenant Colonel Green, C.B., who was acting for the Commissioner in Sind, absent from the Province on leave, visited this School with me.

"The Reverend Mr. Willy, Roman Catholic Chaplain at Kurrachee, instructs the children, assisted by 'les Religienses.' The system of instruction imparted, which includes music, singing, and needlework for the girls, appeared to be good, and the girls and boys readily answered questions on the subjects of their studies. Our visit was unexpected, and we did not therefore see the whole School; the senior girls and junior boys only were present; but we were pleased with what we saw and heard. Additional School-rooms for the accommodation of pupils have been constructed during the year."

Industrial.

There are no Schools of this description in Sind.

Vernacular.

The following table exhibits the number of Vernacular Schools which were open during 1863-64 :—

Collectorates.	Government.	Approximate daily attendance of Pupils.	Partly supported by Government.	Approximate daily attendance.	Municipal.	Approximate daily attendance.	Jagheer.	Approximate daily attendance.	Indigenous.	Approximate daily attendance.	Local Fund.	Approximate daily attendance.	Grand Total of Pupils.	Grand Total of Schools.
Kurrrachee	..	..	3	237	7	164	1	19	..	..	..	....	420	11
Hyderabad	5	249	1	46	6	98	2	32	..	..	12	239	664	26
Shikarpoor	..	..	5	318	4	174	10	213	2	43	1	10	758	22
Frontier, Upper Sind.	..	..	..	..	..	..	3	42	..	..	..	....	42	3
Thur and Parkur ..	3	113	1	60	..	..	..	..	..	..	..	....	173	4
Total....	8	362	10	661	17	436	16	306	2	43	13	249	2057	66

On the subject of Vernacular Education in Sind the Educational Inspector thus writes :—

"One of the greatest obstacles to the progress of Education in this Province exists in the indifference of its inhabitants towards education, and from what I have seen of Vernacular Village Schools during the present tour, I am not at all surprised at this feeling on the part of the people generally. They of course form their notions of education from the schools either supported or recognized by Government in their villages, and they cannot fail to perceive that the description of education imparted in these schools is very little, if at all, superior to that which obtains in their own private schools; and such being the case, I repeat that it is not to be wondered at if they fail to perceive the benefit of sending their children away from their homes and villages to schools which, for all that they know to the contrary, are in no way superior to their Village Schools.

"And this state of things will continue unless measures are taken to improve the Village Schools throughout the Province, by appointing well-informed Masters on salaries which will induce them to remain and look for advancement in that line. The present staff of Teachers in these schools

Vernacular.

are, with very few exceptions, ignorant of the most ordinary branches of education. Some are Cazees, who, it is true, are to a certain extent intimate with Persian and Arabic, so far as reading, writing, and understanding the languages are concerned, and they teach their pupils to read and write, but the explanation of the Lesson is neglected, together with Grammar, Geography, and Arithmetic, which their own ignorance precludes them from teaching.

"Mr. Howard, being fully aware of the great want of competent Vernacular Schoolmasters in Sind, addressed me on the subject soon after I took charge of this department, and in accordance with his suggestion, I, with the assistance of Mr. Narrayen Juggonath, selected eight of the most promising Masters and sent them to Hydrabad, where for the last six months they have undergone a course of instruction which, it is to be hoped, will make them useful, and will tend to raise the schools over which they preside in the estimation of the natives."

As attention has been directed to the subject of Vernacular Education, there is reason to entertain the hope that in the course of a few years the schools throughout the Province will be properly supplied with competent Masters.

MEDICAL DEPARTMENT.

Medical Department.

In the town of Bombay a building for the "*Cowasjee Jehangeer Eye Hospital*" has been commenced. A plot of ground in the neighbourhood of the Jamsetjee Jejeebhoy Hospital has been selected and given over as a site for a "Leper Ward" which it is proposed by the Honourable Rustomjee Jamsetjee to build in connection with the Jamsetjee Jejeebhoy Hospital.

2. Extension of the Jamsetjee Jejeebhoy Hospital itself, by building an upper central ward, has been proposed by Sir Jamsetjee Jejeebhoy.

3. *In the Poona Division* a new Charitable Dispensary has been opened at Punderpoor.

4. *At Sattara* a new Municipal Dispensary is in course of erection. *At Wayee and Kurad* a Charitable Dispensary is ready to be opened, and only awaits the appointment of its medical staff. *At Sholapoor* efforts are being made to establish a Municipal Dispensary.

5. *In Poona* the greatest progress during the year, and that most worthy of notice, is the commencement of the "*David Sassoon Hospital*," endowed by the late David Sassoon, Esquire, and planned to hold 150 patients, which, when completed, will take the place of the present Civil Hospital.

6. *In the Northern Division* extension to the Huttesing's Hospital at *Ahmedabad* having been urgently required, the Honourable Premabhoy Hemabhoy has proposed to enlarge the Hospital accommodation by providing a separate but contiguous building capable of holding 50 beds. *At Broach* a Charitable Dispensary is about to be endowed by Mr. Sorabjee Jamsetjee Jejeebhoy.

7. *At Nowsaree* the family of the late Sir Jamsetjee Jejeebhoy have erected an institution for the relief of the sick poor; and have designated it the "*Victoria Dispensary.*"

8. The "*Cowasjee Jehangeer Hospital*" at Surat was opened during the year under report.

Medical Department.

9. *In the Southern Division* no fresh Dispensaries have been started.

10. *In Sind* there have been two new second class Dispensaries established, viz. at *Alyarka Tanda* and *Hydrabad*, whilst several others are under projection. All the Dispensaries in this province are reported to be in a flourishing condition.

11. The whole number of persons treated in Hospitals and Dispensaries during 1863-1864 was 233,482 against 193,501 for the preceding year. In Civil Hospitals, including the Jamsetjee Jejeebhoy and the European General Hospitals in Bombay, 20,890 patients were treated, of which the Jamsetjee Jejeebhoy Hospital took in 6,000 and the European General Hospital 2,000.

12. In the several Police Hospitals the total number of cases was 8,402—a proportion of 41·9 per-cent to "strength." The proportion of deaths to "treated" was 1·2 per-cent in the Police Hospitals; in the Civil 4·7 per-cent.

13. In the Jails the total number of cases was 12,472; the proportion of treated to "strength" was 167·8; of deaths to "strength" 6·6; of deaths to "treated" 3·9. In the case of Police Hospitals the highest total of cases treated was in those of the Southern Division, 2,189; the highest proportion of cases to strength in those of Sind, 60·0; of deaths to "strength" in those of Sind and the Northern Division, 0·6 each; of deaths to cases in the Hospitals of the Poona Division, 1·6.

14. In the case of Jails the highest total of cases and the greatest proportion of cases to "strength" occurred in Sind, 5,247 and 238·3 respectively; the lowest proportions of deaths to "strength" and of deaths to cases is found in the Poona Division, 3·6 and 2·8.

15. In the Charitable and other Dispensaries, including the Eye Infirmary, a total of 192,195 persons were treated. Of these 37,053 were women. The Hindoos formed 55 per-cent of the whole number of patients, the Mussulmans 31 per-cent, Parsees nearly 7 per-cent, and Christians 6 per-cent.

16. The number of persons vaccinated during the year under report was 285,164, of whom 130,618 were females. Of the whole number of persons vaccinated, 213,842 were Hindoos, 949 Parsees, 56,136 Mussulmans, 1,854 Christians, and the remainder of other castes. The infants under twelve months' age number 98,218. The number of successful operations is returned at 259,323.

CONSERVANCY AND MUNICIPAL ADMINISTRATION.

Conservancy and Municipal Administration.

The actual Receipts by the Municipality of Bombay for 1863-64 amounted to Rs. 12,09,174, derived from various sources, principally from taxes on houses, buildings, and land, and on vehicles and horses, from market, slaughter-house, and other fees, and from town duties and sweepings.

The Expenditure for the same year was Rs. 10,66,603, occasioned chiefly by the Vehar Water Works improvement, scavenging and watering of roads, salaries and establishments, and the construction of new works.

The "Connections" of Service Pipe made during the year for the supply of Vehar water to private parties were 1,341, and the assessment on this account amounted to Rs. 75,974.

Several old roads were repaired or otherwise improved; some new roads and other works were completed and others commenced.

Arrangements are in progress for the complete drainage of the whole Island of Bombay.

By the advice of the Municipal Commissioners' Sanitary Officer, McDougall's deodorizing powder has been largely used for disinfecting the public necessaries and drains, and this measure, the Commissioners report, has proved very successful.

AGRICULTURE.

Agriculture.

The extension of agriculture is a marked feature in the revenue history of the year under report. Large quantities of waste lands have been brought under the plough. In the Khandeish Collectorate seven villages in the Sooltanpoor and Thalneir Talookas which had been deserted for many years have been reoccupied by an agricultural population. The village of Tankhera in the Pimpulneir Talooka which had been deserted for ages was reoccupied last year. It now contains 710 inhabitants, who have cultivated 2,209 beegas of land, of which 340 are under irrigation. The revenue is estimated at Rs. 4,222. The repopulating of the Pall Tuppa was undertaken by a capitalist of Sowda, but the enterprise has been abandoned in consequence of his death. The colony of Military Pensioners near Challisgaum in Khandeish is also increasing. In 1863-64, 19 families were added to the colony, which now consists of about 113 families.

2. The following table shows the extent of land under cultivation in the Province of Sind during the past two years :—

	1862-63. Acres.		1863-64. Acres.
Kurrachee	261,693	....	283,363
Hydrabad	456,243	....	529,288
Shikarpoor	1,481,389	....	1,513,699
Frontier	97,021	....	98,679
Thur and Parkur	239,257	....	221,515
Total	2,535,603	....	2,646,544
Net Increase			110,941

3. Cotton has been extensively cultivated in the Hydrabad Collectorate, and Oil Seeds for exportation in the districts of Upper Sind. The floods in Upper Sind prevented the extension of Cotton cultivation.

4. Act IX. of 1863, entitled "an Act for the prevention of adulteration of Cotton and the better suppresion of Frauds in the Cotton Trade of the Presidency of Bombay," was introduced on the 1st February 1864, and has produced very beneficial effects on the Cotton Trade of this Presidency.

SURVEYS.

REVENUE SURVEY.

Revenue Survey.

Considerable progress has been made towards the introduction of the Revenue Survey into the several Districts of the Northern and Southern Divisions of this Presidency.

2. The table on the following page shows the work done and the cost of the Survey during the year ending 31st October 1863 contrasted with the preceding year.

3. The Survey of Canara has commenced, and Survey operations are now in progress in the districts of Soopa, Yellapoor, and Ankolla of that Collectorate.

4. The progress made in the Survey and Assessment in the several Collectorates of the Southern and Northern Divisions from the commencement of Survey operations up to the close of the year ending 31st October 1863 will be seen from Appendices I, J, K, L.

5. During the year under report revised rates of assessment were introduced into the Jeytulpoor and Duskrohie Talookas of the Ahmedabad Collectorate, and into the Mehmodabad (late Matur) and Mehoonda Talookas of the Kaira Collectorate, and measures have been taken for the Survey and Revenue Settlement of the Talookdaree Villages under the charge of Mr. J. B. Peile, the Talookdaree Settlement Officer.

6. In consideration of the Revenue Survey operations having been very successfully carried out in the districts of the Southern Maratha Country, the Commissioner of the neighbouring province of Mysore applied for the services of Major W. C. Anderson to superintend the Revenue Survey which was to be introduced there on a system similar to that pursued in the southern districts of Bombay. In compliance with this application, arrangements have been made by this Government, with the concurrence of the Government of India, for entrusting to Major Anderson the supervision of the Mysore Survey, in addition to his duties of superintending the

Survey.	Acres Measured.		Acres Classed.		Cost per Acre of both Operations.		Total Cost of Survey.	
	1861-62.	1862-63.	1861-62.	1862-63.	1861-62.	1862-63.	1861-62.	1862-63.
					Rs. a. p.	Rs. a. p.	Rs. a. p.	Rs. a. p.
Southern Maratha Country.	349,299	441,286	520,176	541,920	0 3 5¼	0 3 3¾	85,291 0 0	96,915 0 0
Increase	....	91,987	....	21,744	....	....	.....	11,624 0 0
Decrease	....	....	....	....	....	0 0 1½	.....	.....
Khandeish	501,818	438,015	550,173	549,141	0 3 7	0 4 3	1,22,333 6 0	1,25,857 14 3
Increase	....	....	....	....	....	0 0 8	.....	3,524 8 3
Decrease	....	63,803	....	1,032	....	....	.....	.....
Guzerat	282,889	429,218	444,323	328,356	0 9 5	0 7 9	1,93,258 11 0	1,90,928 8 2
Increase	....	146,329	....	....	....	....	.....	.....
Decrease	....	....	....	115,967	....	0 1 8	.....	2,330 2 10
Tanna and Rutnagherry	753,172	803,376	411,293	474,570	0 3 8	0 3 7	1,36,634 8 10	1,51,420 6 6
Increase	....	50,204	....	63,277	....	....	.....	14,785 13 8
Decrease	....	....	....	....	....	0 0 1	.....	.....

Surveys of the Southern Maratha Country, Sattara, and Canara. He has been relieved of the duty of Superintendent of the Survey in the Assigned Districts of Hydrabad (Berar), to which another officer, Captain P. L. Elphinstone, late Senior Assistant Khandeish Survey, has been appointed. Revenue Survey.

7. Arrangements are in progress for a Revenue Survey of the Island of Bombay.

8. In the Kurrachee Collectorate 129,395 acres have been measured during the year under report and 18,763 acres classed. Survey rates have been introduced into 51 villages of the Sehwan Talooka. Sind.

9. In the Hydrabad Collectorate 142,671 acres of arable land have been measured, and the boundary-marks have all been erected; 40,370 acres of arable and unarable waste have been measured, 91,796 of arable waste classed, and the Survey Settlement has been introduced into 35 villages in the Kundiara Talooka.

10. In the Shikarpoor Collectorate 47 dehs* have been measured and 28 classed, and arrangements were in progress for the introduction of settlement rates into 104 villages of the Syndpoor, Roree, and Gotekee Talookas.

* The average size of each Deh is upwards of 9 square miles.

TOPOGRAPHICAL.

11. The Topographical Survey of Sind has progressed satisfactorily. All the area within the limits of the province on the right bank of the Indus is reported to have been finished. On the left bank also the operations have been carried on rapidly. Two Talookas (Shadapoor and Sangur) have been completed, and the Talooka Halla surveyed both in boundary and detail. Topographical.

APPENDIX I.

GENERAL STATEMENT *of Progress made in the Survey and Assessment of the several Talookas of the Collectorates of Sattara, Dharwar, Belgaum, Sholapoor, and Canara, by the Southern Maratha Country Revenue Survey Department, from the commencement of Operations up to the close of the Year ending* 31*st October* 1863.

Collectorate.	Names of Talookas or other Divisions.	Progress of Survey up to 31st October 1863.		
		Measurement.	Classification.	Assessment.
DHARWAR.	1. Nowlgoond	Completed	Completed	Completed.
	2. Dumul			
	3. Bunkapoor			
	4. Hangul			
	5. Raneebednore			
	6. Hooblee			
	7. Kode			
	8. Dharwar			
	9. Moolgoond			
	10. Service Enam and life tenure Villages			
	11. Jagheer Talookas	In progress	In progress	Not commenced.
BELGAUM.	1. Gokak Mamlutdar's Divison, Yadwar	Completed	Completed	Completed.
	2. Purusghur			
	3. Badamee			
	4. Bagulkote			
	5. Hoongoond			
	6. Uthnee			
	7. Chikodee			
	8. Sumpgaum			
	9. Bedee			
	10. Padshapoor			
	11. Tasgaum			
	12. Service Enam and life tenure Villages			
	13. Enam Villages and Jagheers of which Survey is required by the Enamdar or Jagheerdar and by the Collector for Summary Settlement purposes	In progress	In progress	In progress.

SURVEYS.

Collectorate.	Names of Talookas or other Divisions.	Progress of Survey up to 31st October 1863.		
		Measurement.	Classification.	Assessment.
Sattara.	1. Beejapoor	Completed	Completed	Completed.
	2. Pundurpoor			
	3. Khuttow			
	4. Khanapoor			
	5. Kurar			
	6. Waee			
	7. Jaolee			
	8. Koreegaum			
	9. Walwa	Do.	Do.	Partially done.
	10. Targaum	Do.	Do.	Completed.
	11. Sattara	Do.	Do.	Do.
Sholapoor.	Service Enam and life tenure Villages and Enam Villages of which Survey is required by the Collector or Inamdars	In progress	In progress	In progress.
North Canara.	1. Soopah	In progress	Not commenced.	Not commenced.
	2. Yellapoor			
	3. Ankolah			

APPENDIX J.

GENERAL STATEMENT *of Progress made in the Survey and Assessment of the several Talookas of the Khandeish Collectorate by the Khandeish Revenue Survey Department from the commencement of Operations up to the close of the Year ending* 31*st October* 1863.

Collectorate.	Names of Talookas or other Divisions.	Progress of Survey up to 31st October 1863.		
		Measurement.	Classification.	Assessment.
KHANDEISH COLLECTORATE.	Sowda ..... Sooba	Completed	Completed	Completed.
	Sowda ..... Petta Ravere			
	Yawul			
	Chopra			
	Nusseerabad			
	Amulnair			
	Erundole			
	Petah Virdul			
	Nundoorbar			
	Petah Songier			
	Chaleesgaum			
	Dhoolia			
	Sooltanpoor	Nearly completed.	Nearly completed.	In progress.
	Burgaum	Completed	Commenced.	
	Jamnair	Ditto.	Completed.	In progress.
	Thalnair	Nearly completed.	Not commenced.	
	Pimpulnair	In progress	Commenced.	
	Baglan	Commenced	Not commenced.	
	Lohara	Completed	Commenced.	
	Malligaum	In progress	Commenced.	
	Wurrungaum	Nearly completed.	Not commenced.	

APPENDIX K.

GENERAL STATEMENT *of Progress made in the Survey and Assessment of the several Talookas of the Gujarat Collectorates by the Gujarat Revenue Survey Department from the commencement of Operations up to the close of the Year ending* 31*st October* 1863.

Collectorate.	Names of Talookas or other Divisions.	Progress of Survey up to 31st October 1863.		
		Measurement.	Classification.	Assessment.
AHMEDABAD.	Dholka	Completed	Completed	Completed.
	Veerumgaum	Ditto	Ditto	Ditto.
	Dhundooka	Ditto	Ditto	Ditto.
	Jeytulpoor	Ditto	Ditto	Ditto.
	Gogo	Ditto	Ditto	Ditto.
	Purantej	Ditto	Ditto	Ditto.
	Duskroee	Ditto	Ditto	Ditto.
KAIRA.	Matur	Completed	Completed	Completed.
	Kuppurwunj	Ditto	Ditto	Not commenced.
	Muhoonda	Ditto	Ditto	Completed.
	Nurriad	Ditto	Ditto	Not commenced.
	Napad	Ditto	Ditto	Ditto.
	Boarshud	Ditto	Ditto	Ditto.
	Thasra	Ditto	Ditto	Ditto.
SURAT.	Bardolee	Completed	Completed	Not commenced.
	Soopa	In progress	In progress	Ditto.
	Chicklie	Completed	Completed	Ditto
	Chorashee	In progress	Not commenced	Ditto.
	Oolpar	Ditto	Ditto	Ditto.
	Mandvie	Ditto	Ditto	Ditto.
	Bulsar	Ditto	Ditto	Ditto.
	Unkleshwur	Ditto	Ditto	Ditto.

APPENDIX L.

GENERAL STATEMENT *of Progress made in the Survey and Assessment of the several Talookas of the Tanna and Rutnagherry Collectorates by the Tanna and Rutnagherry Revenue Survey Department, from the commencement of Operations up to the close of the year ending* 31*st October* 1863.

Collectorate.	Names of Talookas or other Divisions.	Progress of Survey up to		
		Measurement.	Classification.	Assessment.
TANNA.	Nusrapoor	Completed	Completed	Completed.
	Panwell	Ditto	Ditto	Ditto.
	Callian	Ditto	Ditto	Ditto.
	Tulloja	Ditto	Ditto	Ditto.
	Sanksee	Ditto	Ditto	Ditto.
	Rewadunda	Ditto	Ditto	Ditto.
	Oondehree	Ditto	Ditto	Ditto.
	Bhewndy	Ditto	Ditto	Ditto.
	Moorbar	Ditto	Ditto	Ditto.
	Salsette	Ditto	Ditto	Ditto.
	Bassein	Ditto	Ditto	Ditto.
	Mahim	Ditto	Ditto	Ditto.
	Rajpooree	Ditto	Ditto	In progress.
	Sunjan	Ditto	In progress	Not commenced.
	Kolwan	Ditto	Ditto	Ditto.
	Ryghur	Ditto	Ditto	Ditto.
RUTNAGHERRY.	Severndroog	In progress	Not commenced	Not commenced.
	Unjunwell	Not commenced	Ditto	Ditto.
	Rutnagherry	Ditto	Ditto	Ditto.
	Viziadroog	Ditto	Ditto	Ditto.
	Malwan	Ditto	Ditto	Ditto.

FORESTS.

BOMBAY PRESIDENCY.

Forests.

The year under report has witnessed the introduction of a system of departmental cutting by which it is anticipated that trees of maturity will be preserved from indiscriminate destruction. To prevent exhaustion of the forests on the one hand, and to disencumber them of aged and decaying timber on the other, a circumference of four feet was fixed as the present limit below which no tree shall be felled.

2. The experiment of departmental cutting and disposal of Bamboos has also been successfully tried at Nassick, giving a profit of 9 rupees per cart-load after deducting the expenses of cutting and conveyance. Under this improved system the Ryuts personally receive more substantial benefit from the receipt of liberal wages than they did when permitted to cut at discretion for sale to traders, who by combination monopolized all profits.

3. The following is a comparative statement of Forest Receipts and Expenditure for the years 1862-63 and 1863-64, to the profits of which latter year, if realizations at the Bombay and Calicut Depôts be added, the entire net proceeds of the whole department will amount to Rs. 7,36,268-4-5. The increase of expenditure was unavoidable on introducing a new system, and is further due in a great measure to the combination of wood dealers to oppose the working of the new system of Forest Conservancy :—

COMPARATIVE STATEMENT of FOREST RECEIPTS *and* EXPENDITURE *of the* FOREST DEPARTMENT, BOMBAY, *for the years* 1862-63 *and* 1863-64.

RECEIPTS.	1862-63. Amount.			1863-64. Amount.			EXPENDITURE.	1862-63. Amount.			1863-64. Amount.		
	Rs.	a.	p.	Rs.	a.	p.		Rs.	a.	p.	Rs.	a.	p.
North Canara	3,62,494	13	9	3,38,439	0	5	North Canara	48,057	2	9	11,369	0	6
Belgaum	20,164	13	2	12,375	3	7	Belgaum	1,520	15	5	118	13	3
Dharwar	10,551	11	8	12,851	10	6	Dharwar	787	14	6	90	15	10
Sattara	1,048	10	1	3,686	0	10	Sattara	698	15	7	292	0	1
Poona	8,892	14	6	1,00,165	9	10	Poona	14,386	11	6	2,463	3	0
Nuggur	15,347	10	11	55,420	13	7	Nuggur	1,180	4	4	472	13	7
Khandeish	24,563	3	7	44,677	3	2	Khandeish	13,762	10	8	379	4	11
Surat	53,474	14	0	7,587	13	1	Surat	12,276	12	9	621	15	2
Tanna	87,686	5	4	1,02,835	4	8	Tanna	5,345	7	6	15,338	7	9
Rutnagherry	524	14	3	10,051	5	6	Rutnagherry	272	2	1	464	14	11
Total Receipts	5,84,749	13	5	5,98,090	1	2	Total working charges, including Estab. of 1862-63	98,289	1	1	31,611	9	0
Total Expenditure	98,289	1	1	1,52,613	9	10	Total expense of Estab	.....			1,21,002	0	10
Balance in favour of Government	4,86,460	12	4	4,45,476	7	4					1,52,613	9	10

4. In the year under report the question of an improved and efficient system of Forest Conservancy was discussed and in many essential points settled. A Committee was appointed to report on the subject. The deliberations of the Committee were submitted to Government, who passed their Resolution noted in the margin, prescribing a new Code of rules for Forest management. One of the most important of the proposals sanctioned by Government was to demarcate the Forest Reserves. The necessity of legislation for the settlement of Forest rights and for the security and protection of Forest property has been recognized in the Resolution above quoted. A draft Bill submitted by the Forest Committee is at present under the consideration of the Legislative Department.

No. 1106, dated 26th March 1864.

5. The Sind Forests have been enlarged by the transfer to the Ranger of the lands noted in the margin, which with extensive planting will go far to meet the great want of steam fuel, the demand for which has increased by more than 300 per-cent during the year under report.

Raotee.... } Roree Districts.
Jamshers . }
Kunnoree..... } Larkana
Oobhoora Cutchee } District.

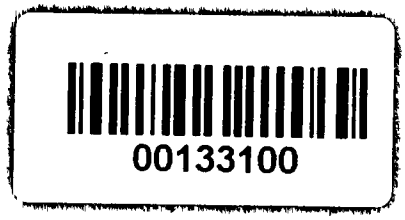
6. The Receipts and Disbursements of the Sind Forest Department during 1862-63 and 1863-64 are as follows:—

	1862-63.		1863-64.	
Receipts	97,663 9 4	....	1,82,360 11 0	
Disbursements	56,834 13 11	....	1,08,451 6 10	
Surplus....	40,828 11 5	....	73,909 4 2	

EMIGRATION.

STATEMENT showing the Ships which have been despatched with Emigrants from Bombay to Mauritius from 1st May 1863 to 30th April 1864.

Names of Vessels.	Names of Masters or Commanders.	Dates of Departure.	Total Number of Adults.	Total Number of Souls.
"Fathe-Sha-Alum"	Richard Michael.....	4th May 1863	333½	362
"Ophir"	Henry Richard Miles.....	29th September 1863.....	320	344
"Ally"	T. G. H. Weston Ayles	12th January 1864.....	333	357
"Hyderee"	David Crichton	17th March 1864	337	367
		Total....	1,323½	1,430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